

THE COMMERCIAL MOTOR

FRIDAY, MARCH 25, 1960
ONE SHILLING

IN PROBABLE....
AND IMPROBABLE CONDITIONS



Thompson

REGD TRADE MARK

BALL JOINTS A

There is no substitute for Thompson Safety Steering. Its rugged construction will stand up to any strain or stress occasioned by rough road conditions, uneven loads carried and hours of hard driving. Wherever there is a particularly inaccessible job to be done, you can rely on Thompson Safety Steering.

A guarantee of
top reliability



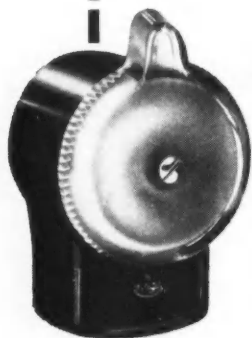
ONE OF THE
AUTOMOTIVE
PRODUCTS

AUTOMOTIVE PRODUCTS CO. LTD.

LEAMINGTON SPA

WARWICKSHIRE

FLASHERS for SAFETY



★ *Effective—compel attention in any light*

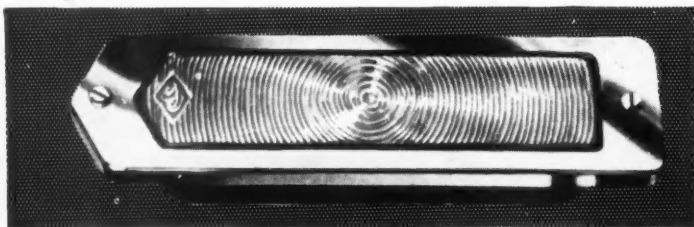
★ *Reliable—only one working part in complete installation*

Self-cancelling Switch with Warning Light, suitable for flasher operation.



Condenser Relay Flasher Unit with cover removed.

CAV Flashing Indicator Equipment is designed specifically for use on buses, coaches and commercial vehicles up to the heaviest types, whilst sets are also available for tractor/trailer combinations. The lamp units are the result of much development work and their optical design ensures maximum visibility by day or night. Three types are available—circular for front or rear mounting, side mounting and arrow type. The flasher unit is extremely simple, with only one working part, and is therefore reliable; it is also easy to wire and is not vulnerable to accidental damage. Two types of switch are available—the self-cancelling type with incorporated adjustable time delay and indicator light, or a simple hand-cancelling type if required. Full particulars will be sent on request.



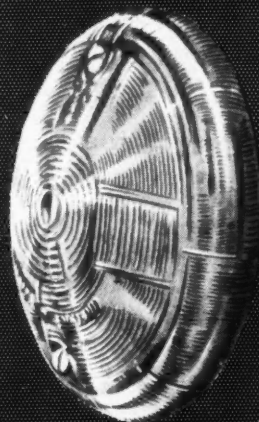
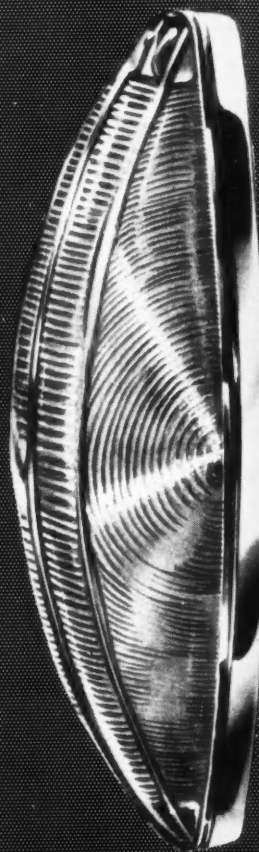
CAV FLASHER INDICATOR EQUIPMENT

Manufacturers of



**ELECTRICAL & FUEL
INJECTION EQUIPMENT**

CAV LIMITED, ACTON, LONDON, W.3



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KARRIER MOTOR

**Long run or short,
it will serve you well!**



One of the many uses for this exceptionally versatile vehicle.

KARRIER 'BANTAM'

2-3 TONNER *Petrol or Diesel*

THIS POPULAR, versatile and extremely manoeuvrable forward-control vehicle is adaptable either as a van, lorry or tipper. Light, strong and well proportioned, its wide-vision cab provides exceptional driving comfort. At the same time its low-cost running and maintenance make it a most practical and profitable investment.

Alternative wheel-base models are available, tyred for either long distance runs or shorter localised journeys.

Full details from your local Karrier dealer.

**BACKED BY ROOTES COUNTRY-WIDE PARTS
AND SERVICE ORGANISATION**

SALIENT FACTS

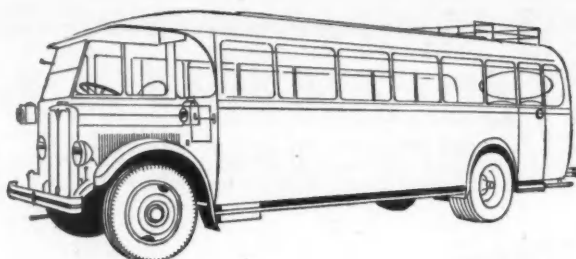
- * Fully-proved light diesel engine developing 54 b.h.p.; or 4 cyl. o.h.v. petrol engine, with long-life chrome bores, developing 53.5 b.h.p.
- * Full forward control with over 11' body-space on 8' 2" w.b. chassis or over 14' bodyspace on 10' 2" w.b. chassis.
- * Exceptional manoeuvrability. Supreme driver comfort in all-steel cab with panoramic wind-screen. Powerful hydraulic brakes.

A ROOTES PRODUCT—BUILT STRONGER TO LAST LONGER!

KARRIER MOTORS LTD. LUTON BEDS.

EXPORT DIVISION: ROOTES LTD. DEVONSHIRE HOUSE PICCADILLY LONDON W.1

A1



An A.E.C. 'Regal' all-weather saloon coach of about 1929/30 vintage used by the old L.M.S. Railway.



Serving A.E.C. THROUGH THE YEARS

The superb new A.E.C. 'Reliance' coach is a worthy successor to its famous predecessors. A.E.C. rely on Hardy Spicer propeller shafts and universal joints as with all their vehicles in the long years of the company's history.

Through their research and development Hardy Spicer have more than met the demands imposed by the challenge of increasing strain on transmission equipment.

Product of the



Birfield Group

HARDY SPICER

PROPELLER SHAFTS

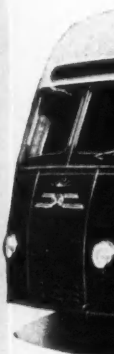
HARDY SPICER LIMITED

CHESTER ROAD • ERDINGTON • BIRMINGHAM 24 • Telephone Erdington 2191 (18 lines)
Automotive Division of Birfield Industries Limited

Wh



EASY A
a must.
kerb a
comfor
steering



PLUS, C
in traffic
are norm

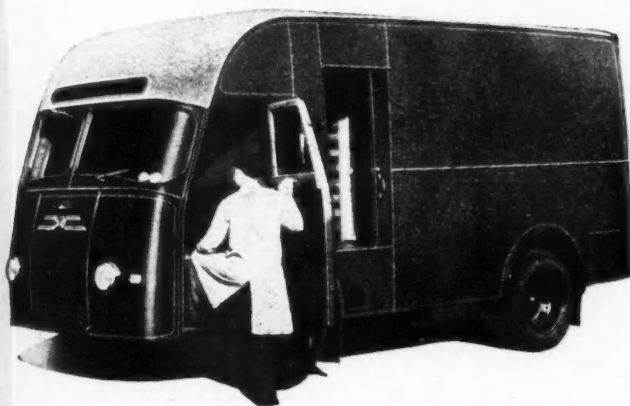
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Sales Divis

What the ideal delivery vehicle must have . . .



EASY ACCESS Every driver will agree that this is a must. With the Claymore it's one step from the kerb and you're in. And once you're in, super-comfort, all-round visibility and light and accurate steering makes driving a joy.



PLUS, OF COURSE, exceptional manoeuvrability in traffic, a very low fuel consumption—18-20 m.p.g. are normal figures for the Claymore's 70 h.p. diesel

—a straightforward chassis for easy maintenance and a working life that leaves others years behind.

Arrange for a demonstration now, and prove for yourself that :

The Albion 4-5 ton CLAYMORE

has everything—except an equal

ALBION MOTORS LTD., SCOTSTOUN, GLASGOW

Sales Division: Hanover House, Hanover Square, London, W.1 Telephone: MAYfair 8561

LARGE BODY SPACE You certainly have plenty in the Albion Claymore. 1200 cu. ft. bodies are commonplace. How's it done? By mounting the engine amidships, which allows maximum body space with minimum overall length.



PLENTY OF CAB-ROOM Bulky loads may need an extra man to handle them. The Claymore's all-steel, modern-design cab is built for three, and with the floor line free of obstruction it's easy to enter or leave from either side.



FETCH & CARRY

IF your business is fetching & carrying, tipping & dumping, whether it be rock, sand, soil, grain, coal, coke or the like, then you would be well advised to follow the example of more and more Contractors whose chassis are being fitted with Pilot tipping equipment. The example shown here is an A.E.C. MAMMOTH MAJOR 6 WHEELED CHASSIS fitted with PILOT MODEL U6 GEAR and 9 cubic yard heavy duty steel dumper body. The scow end is detachable and can be replaced by a taildoor.

Bodywork to standard or individual requirements can be supplied in Alloy, Steel or Wood.

PILOT Hydraulic Tipping Gear

PILOT WORKS LTD., Manchester Road, Bolton. Tel. Bolton 5545 LONDON OFFICE: 3 Southampton Place, W.C.1. Tel. CHAncery 5130

EXPERTS LIKE THESE LIKE



“MERCURY”

For power plus performance

Read the latest Road-test reports from

‘The Commercial Motor’, ‘Commercial Vehicles’,

‘Modern Transport’ and ‘Motor Transport’

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Southampton
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BRITAIN'S LEADING ROAD PRAISE THE A.E.C.

"A.E.C. 'Mercury's' power to weight ratio is best yet" — *Motor Transport*

"Economical, speedy and simple to drive"
— *The Commercial Motor*

Road tests carried out on the latest A.E.C. 'Mercury' by Britain's leading motor transport journals have produced unanimous praise of its performance and reliability under varying conditions. One underlying fact emerges — that in capacity and size the 'Mercury' is miles ahead of any other vehicle in its class.

As *'Motor Transport'* says:

"... the 'Mercury' is hard to fault."

"With the 'Mercury', A.E.C. seems to have struck about the best balance to be achieved so far.

The 'Mercury' is indeed one of comparatively few heavy vehicles that can traverse the whole length of the London-Birmingham motorway without the need for changing gear or, in fact, losing very much speed."

"Not only does a driver of a 'Mercury' feel he is at last in control of a vehicle with some noticeable urge, but also he can rest assured that his machine is not wasting fuel."

"In the 14 ton class this vehicle has the

highest power-to-weight ratio and it has the best fuel consumption too."

From *'Modern Transport'*

praise is equally high:

"The 'Mercury' had a general feeling of light handling and effortless performance."

"Speed of other traffic away from checks was comfortably matched and the number of necessary gear changes in this kind of going were substantially fewer than with most vehicles of this weight."

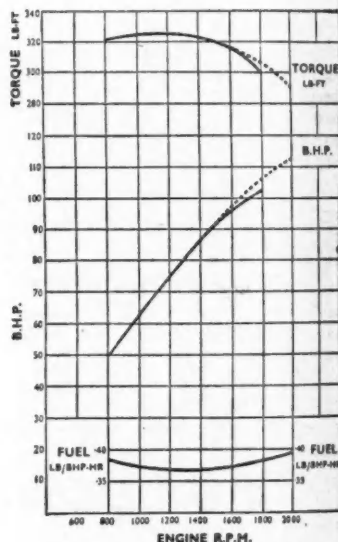
"... when 52-53 m.p.h. was recorded on the speedometer, at this speed it proved commendably stable, even when the steering was swung from side to side."

"Fitted with a 5.87 to 1 axle, the vehicle has a lively performance and left no impression of being overgeared at full load on our rather hilly route."

And from *'The Commercial Motor'*:

"... it's easy to understand why this model has remained one of the most popular of its type since its introduction over six years ago."

"The 'Mercury' is economical too.



Performance curves of the A.E.C. AV470 six-cylinder diesel engine which powers the A.E.C. 'Mercury'.

When tested under simulated trunk-operation conditions 13.4 m.p.g. was returned, whilst town running dropped this figure by only 0.6 m.p.g."



"MERCURY"
12-14 TONS GROSS

A.E.C. LIMITED • SOUTHALL MIDD

"Full speed on motorway gave able result of speed of 41.2 load mileage particularly high vehicle."

"The combination of engine and gearbox gives could be asked."

"The 'Mercury' handle, and makes light low speeds."

"... operation in direction only 16 m.p.g. over Mk.11."

"Suspension helped partly fitted as standard."

'Commercial'

"Like all A.E.C. notable for their in relation to instance, the

ON-ROAD TEST EXPERTS

THE A.E.C. 'MERCURY'

is best "An outstanding performer in maintaining high average speeds with a full load" — *Modern Transport*

e" "A.E.C. 'Mercury' thrives on hard work" — *Commercial Vehicles*



A.E.C. AV470
which powers the
'Mercury'.

ulated trunk-
4 m.p.g. was
unning dropped
m.p.g."

URY
ROSS

HALL MIDDLESEX

"Full speed operation on a stretch of motorway gave the highly commendable result of 11.9 m.p.g. at an average speed of 41.2 m.p.h. yielding a time load mileage factor of 6,856—a particularly high figure for a 14 ton gross vehicle."

"The combination of a 112 b.h.p. engine and five-speed synchromesh gearbox gives all the liveliness that could be asked for."

"The 'Mercury' is an easy vehicle to handle, and the low-geared steering makes light work of tight corners at low speeds."

"... operators working laden in one direction only could expect at least 16 m.p.g. overall from a 'Mercury' Mk.11."

"Suspension reached a high standard, helped partly by the telescopic dampers fitted as standard on the front axle."

'Commercial Vehicles' says:

"Like all A.E.C. engines, this type is notable for the high torque it develops in relation to its swept volume. In this instance, the maximum net torque is

325 lb. ft., developed from 1,100 to 1,300 r.p.m. . . . In fact it is a glutton for hard work."

"The high torque also commends itself for semi-trailer operation, where the permissible gross train weight with the standard single-drive rear axle is 18 tons."

"Braking performance is reliably adequate for all occasions, the average efficiency recorded in five emergency

stops from 20 m.p.h. being 61.6 per cent."

"With its high torque, the 'Mercury' is no laggard and its acceleration makes driving a pleasure. To reach 20 m.p.h. from a standing start took an average of 15.4 seconds, whilst 0 to 30 m.p.h. needed 30.1 seconds."

"In keeping with the general sturdiness of the 'Mercury' chassis, the suspension system, too, appears to have ample reserves of strength."



Full speed ahead on the new London - Birmingham Motorway.

...4...3...2...1...ZERO



UP WITH

ANTHONY

Hydraulic Rams
Dump Trucks
Metal Bodies for
All Chassis.

Servicing Agents
Throughout U.K.

ANTHONY HOISTS (SUCCESSORS) LTD

Braintree Road • South Ruislip • Middlesex

A MEMBER OF THE STEEL BARREL SCAMMELLS GROUP



MAKE THE MOST OF THE MOTORWAY

A new era of road transport has begun with the first British Motorway, an era in which the Eaton 2-speed Axle will play an important role. It doubles the number of gears available at the press of a button so that you always have exactly the right gear for the job in hand. Ample power is available to pull out of tough spots when

heavily loaded, while you have plenty of speed at low engine revs. for light runs. Get all the advantages from the new roads and cut fuel consumption, wear and tear on engine and transmission, and maintenance costs by ensuring that all your vehicles are fitted with Eaton 2-speed axles.

WITH
EATON
2-SPEED AXLES



EATON AXLES LIMITED

VICTORIA ROAD, GREAT SANKEY, WARRINGTON, ENGLAND

In association with

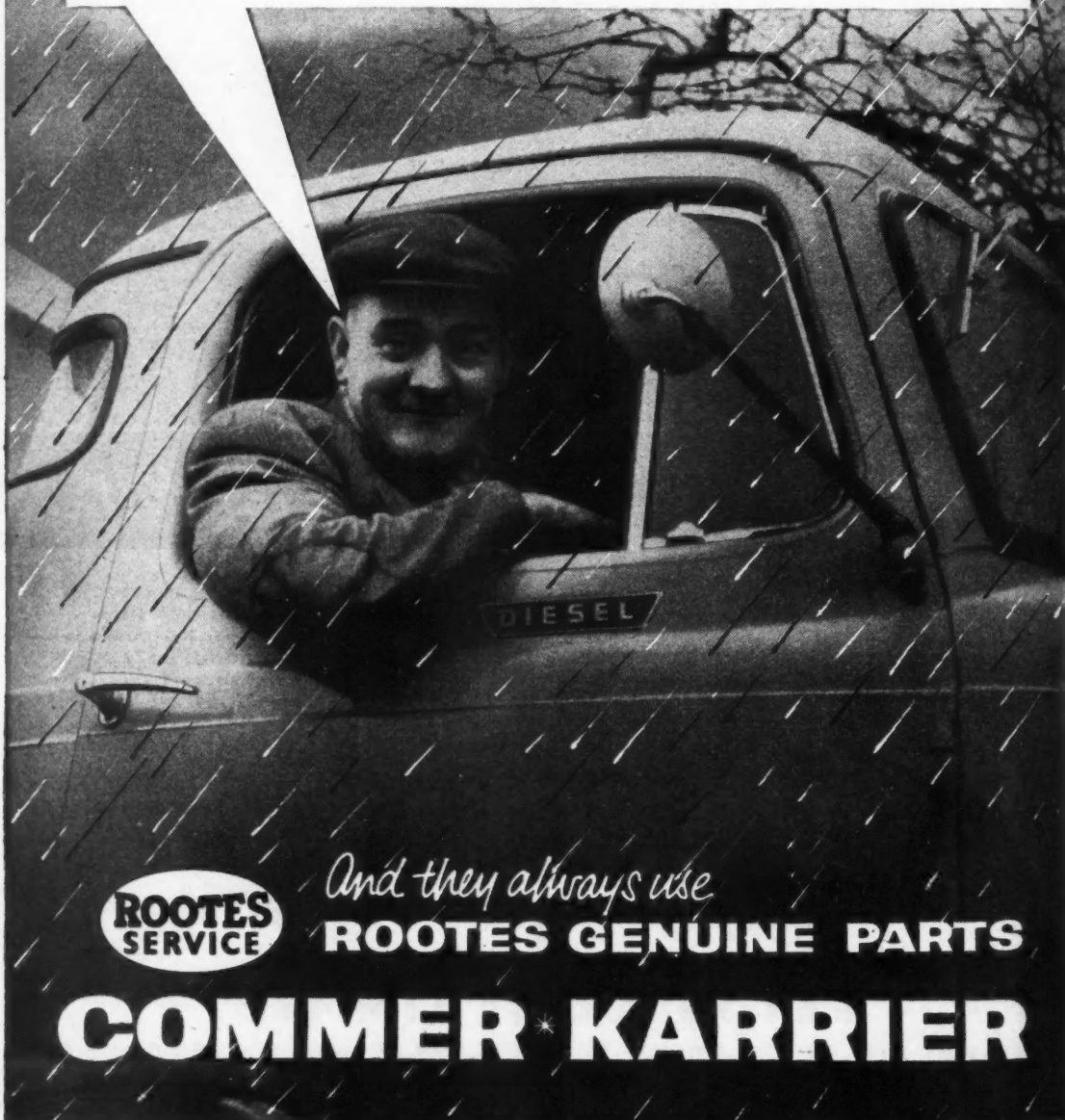
EATON MANUFACTURING COMPANY, CLEVELAND, OHIO, U.S.A. • E.N.Y. ENGINEERING CO. LTD. LONDON, NW 10 • RUBY OWEN & CO. LTD. DARLSTON

EA 109.

A9

No fear of breakdowns with regular
ROOTES SPECIALISED SERVICE

To get 100% reliability from a truck you need regular and *reliable* servicing—like you get from Rootes Group Dealers. They have the “know-how”, factory trained mechanics and special tools, to ensure lasting reliability. It's the way to keep down running costs.



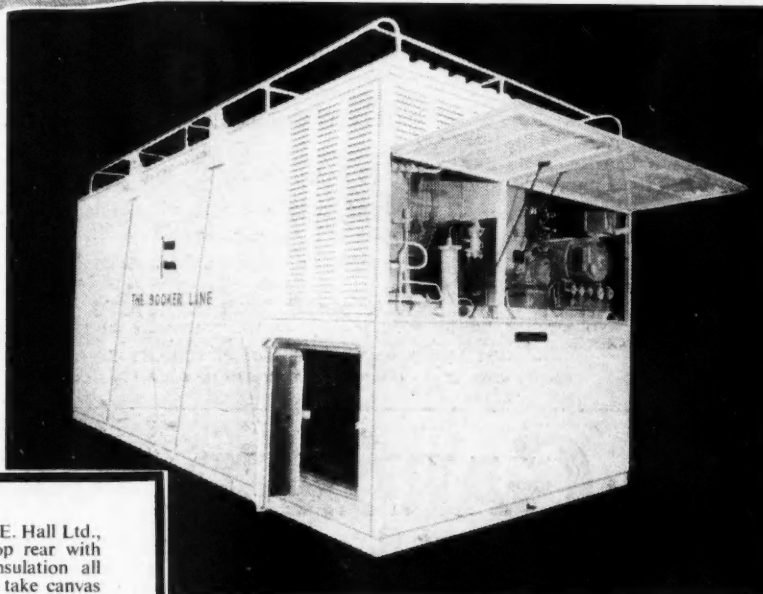
ROOTES SERVICE

And they always use
ROOTES GENUINE PARTS

COMMER KARRIER

**NOW! a Homalloy
refrigerated**

CARGO CONTAINER



18' 6" cargo-container built for J. and E. Hall Ltd., with engine compartment at the top rear with cooler compartment below. 8" insulation all round with awning rails on roof to take canvas awning. Constructed throughout at the works of Homalloy (London) Limited, from Homalloy materials.

BY Homalloy
LIGHT ALLOY

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Airport Works
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S. AFRICA
Bus Bodies (S.A.) Ltd.
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Phone: 4-2665

SERVICE "BEHIND THE SCENES"



serves the MOTORIST
through the MOTOR TRADE

Radiator Repairs and Replacements. Bumper Repair Service. 'HOMO' Hygrade Number Plates. Distributors of 'NOTEK' Auxiliary Driving Lamps.

The busy driver depends on the reliability of his car. With appointments to keep and traffic hazards to negotiate, it is important that the one thing he doesn't have to worry about is his car.

And the garage manager, whose job it is to ensure the reliability of the vehicles in his care knows, when it is a question of radiator repairs or Service exchanges, he too enjoys the same confidence. He simply says 'SEND TO SERCK'

SERCK RADIATOR SERVICES LIMITED

AYLESBURY, BEDFORD, BELFAST, BIRMINGHAM, BOURNEMOUTH, *BRISTOL, CARDIFF, CARLISLE, CHESTER, DUBLIN, EXETER, GLASGOW, IPSWICH, KILMARNOCK, MAIDSTONE, LONDON, NEWCASTLE, NORTHAMPTON, NOTTINGHAM, *PLYMOUTH, PORTSMOUTH, READING, ST. AUSTELL, SOUTHAMPTON, SPALDING, SUDBURY (SUFFOLK), WOLVERHAMPTON.

Officially appointed as Radiator Service Stations for the British Motor Corporation (except those marked *)

THE GARDNER SPRAYER EXCHANGE SERVICE



This Exchange Service Price includes the replacement of any parts except those damaged by abuse.

- ★ A Works reconditioned Sprayer is reconditioned and correctly set by the Manufacturers and is equal in all respects to a new Sprayer.
- ★ The most discerning Operators realise that they cannot afford to use any substitute if they value high engine performance and maximum economy.

EQUAL IN ALL RESPECTS
TO A NEW SPRAYER.

9/8

NET PER SPRAYER

Fully reconditioned and correctly adjusted service Sprayers are readily available at the Works, at the London and Glasgow Service Depots and at our appointed Agents, in exchange for Customers' used sprayers of the same type. The latter must be complete assemblies, undisturbed after their removal from the engine, other than paraffin washed to facilitate inspection.

GARDNER DIESEL ENGINES

LONDON Service Depot:
76 GL Suffolk Street,
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GLASGOW Service Depot:
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(Proprietor: L. Gardner & Sons, Ltd. • Grams: Theorem, Patricroft, Eccles Tel.: Eccles 2201 (8 lines))

NEW ENGINE

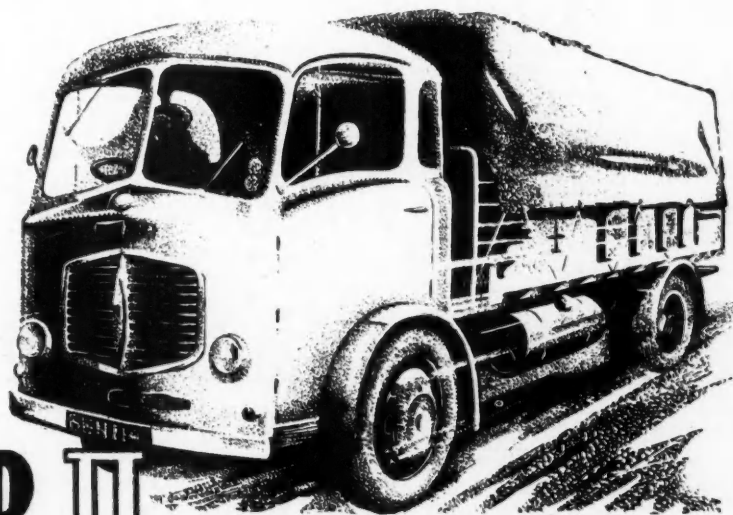
NEW LOW PRICE

SAME BIG CHASSIS

ENGINE	GEAR BOX	REAR AXLE	CHASSIS	BRAKES	TYRES
105 bhp B.M.C DIESEL	4 SPEED CONSTANT-MESH	2 SPEED EATON	8½×2½×¼ MANGANESE STEEL	605 inch² VACUUM SERVO	900×20-12_p 10 STUD WHEELS

NOTE
THESE
FEATURES

The Condor II is tough: as tough as they come. It is a genuine twelve ton gross chassis, with all the features to give complete confidence to operator and driver alike. Big steering, big brakes, 10 stud wheels, superbly roadworthy, and with a spacious coachbuilt cab for comfort. The six cylinder diesel is well tried, and, most important, can be quickly replaced at modest cost. The price is very attractive and certainly worth enquiring about.



The New Condor is available in four standard wheelbases, 126", 163", 174" and 210". Your DENNIS distributor will be pleased to help, ask for brochure No. 177P.

CONDOR II HEAVY DUTY CHASSIS

DENNIS BROS LTD

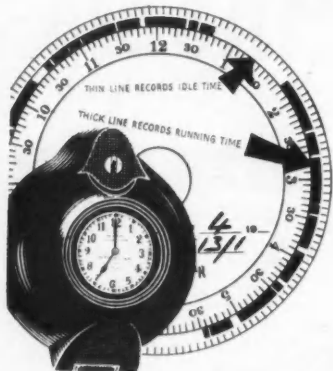
GUILDFORD

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kind permission of
"Commercial Vehicles"



Time doesn't change

When this 1915 Ford T 8-cwt. van (with mahogany body) was the pride of somebody's fleet, time was the ruling factor in the transport business—just as it is today. But now we've more-up-to-date methods of keeping track of time when every vehicle (for less than the price of a tyre!) can be equipped to keep accurate, impartial records of its own running times with a—



SERVIS RECORDER

Write for booklet "Transport Management with the Servis Recorder" →



SERVIS RECORDERS LIMITED

(DEPT. C.M.), 19 LONDON ROAD, GLOUCESTER. Telephone: 24125



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—go to

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OF COMMERCIAL ROAD

THE MAIN **FORD** DEALERS IN THE CITY AND EAST LONDON

ZENITH MOTOR & ENGINEERING WORKS LIMITED

Head Office: 585/593 Commercial Road, London, E.1. Tel: Stepney Green 1851 (20 lines)

A14



Provisions?
Transport?
Brewing?
Fashions?
Removals?
or ???

Whatever your line we can design and build a Commercial Motor Body to suit your requirements Prompt delivery of the Ford Range:— 5-cwt to 10 ton



It's a more profitable move...

with DURALUMIN
REGD. TRADE MARK

and 'MG 5'
REGD. TRADE MARK **bodywork**



1



2



3



4

**Bigger loads—lower running costs
Bigger profits!**

1 'Duralumin' has been used for the entire cab, bodywork, sub-frame and flooring of this 25 cu yd capacity end-tipping vehicle. Specially built for John Hudson Ltd. for transporting coal in bulk, its durable bodywork must withstand arduous duties.

(Courtesy Duramin Engineering Co Ltd)

2 In this 'Duple' motor coach 'MG5' alloy is used in the form of durable, easily cleaned chequer-plate for flooring, steps and wheel arches. It resists the abrasive wear of scuffing feet, kicks and bumps, and a quick wash over keeps it bright and clean. (Courtesy Duple Motor Bodies Ltd)

3 Strong lightweight 'Duralumin' has been extensively used in the bodywork as well as for the entire flooring of this modern delivery van, made for Bentalls Ltd. of Kingston-upon-Thames. Unloaded weight is considerably reduced and as a result running costs will be lower.

(Courtesy Duramin Engineering Co Ltd)

4 This Leyland Octopus eight-wheeler is fitted with heavy-duty 'Dura-plank' flooring manufactured from 'Duralumin'. This enables it to withstand abrasive, heavy wear and accept loads where weight is concentrated in small areas of the flooring.

(Courtesy Duramin Engineering Co Ltd)

Our Technical Sales Section will gladly help you to take full advantage of 'Duralumin', 'MGs' or any other James Booth light alloys, for modern motor vehicle bodywork

James Booth

James Booth Aluminium Ltd, Kitts Green, Birmingham 33
Telephone: Stechford 4020

Extrusions, large forgings, plate, sheet, strip, tubes
and wire in light alloys



*Whatever
the Weather...*



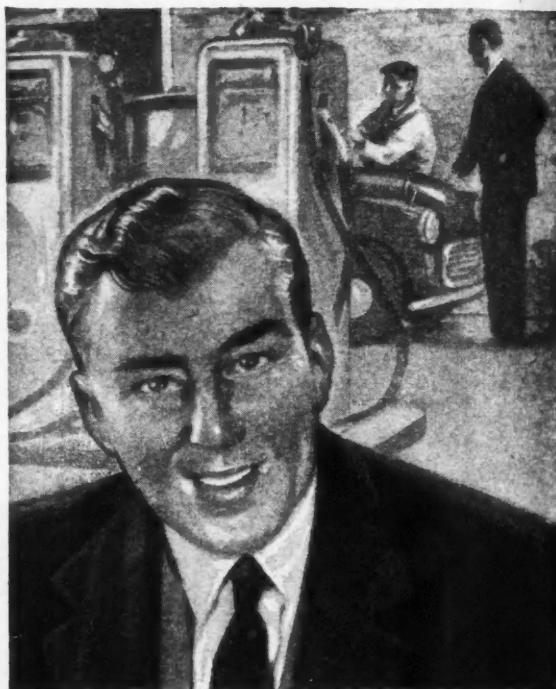
**CUPRINOL
PRESERVES
BODY TIMBERS**

The increasing use of Cuprinol as a preservative for body timbers enables much wider and more effective use to be made of wood in vehicle construction. Cuprinol treated wood is immune from fungal attacks and is fully protected against wood-boring insects, including the destructive termites, which are a menace in many export territories. Special water repellent Cuprinol grades are available, which stabilise movement in timber and minimise shrinking, swelling and warping. Pre-treatment of timber by dipping is a simple and clean process, which can be carried out at a relatively low cost. Paint, cellulose, varnish or polish may be applied over Cuprinol.

Information and advice on all preservation problems are available from THE CUPRINOL PRESERVATION CENTRE. Please write or telephone:—

CUPRINOL LTD., Dept. 45, Terminal House, Victoria, London S.W.1. Tel: SLOane 9274

A10



"They look after my goodwill"

Friendly and courteous. B.W. think it's important to treat people as human beings. I suppose that's why I liked them in the first place. Of course, after they explained how their Hire Purchase Plan could help to ease my stocking problems and aid my selling we became firm friends. Recently they also gave me advice and backing on my expansion plan. Nowadays I regard my local B.W. Manager as an extra member of my staff, except that I don't have to foot his salary bill."

* We provide a nation-wide financial service through our 50 Branches. Our local Manager will give your enquiry immediate attention.



The

British Wagon

COMPANY LIMITED

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Southern Head Office:

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Tel. Sloane 2281

**THE FRIENDLY FIRM WITH
BRANCHES THROUGHOUT THE COUNTRY**

BW/MT/11

Send for the
free booklet



AUTOMOTIVE



THIS

IS

IT!

THE LATEST DEVELOPMENT IN LOCKHEED BRAKE FLUID...

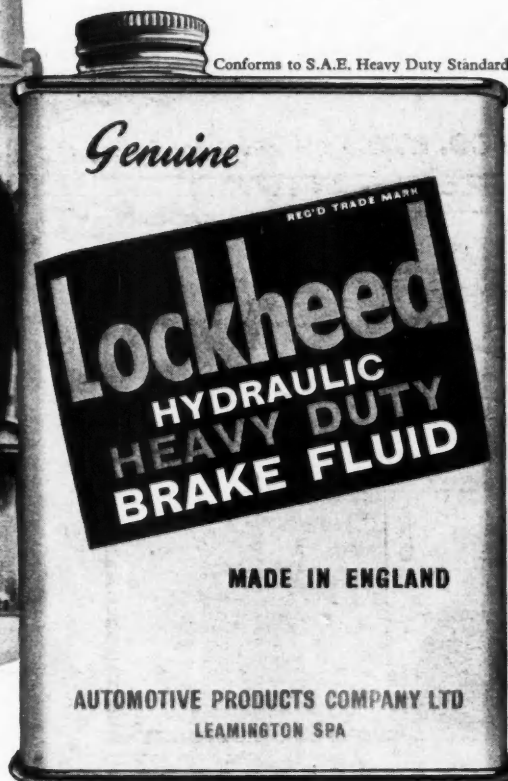
*...a single heavy duty grade for all vans,
trucks and buses fitted with Lockheed brakes*

HEAVY DUTY—Only TOP braking performance is good enough today. Lockheed research has produced this new fluid to give such performance to every vehicle fitted with their brakes. Prolongs the life of the hydraulic system, as well.

EASY TO STORE...AND USE ONE grade makes ordering, storing and routine brake servicing so straightforward. Keep a drum handy: when your vehicles are being checked over, top up the clutch and brake reservoirs, too.

MIXES EFFICIENTLY The new fluid mixes efficiently with all previous Lockheed grades. The mixture meets the specifications of the fluid already in the system.

Conforms to S.A.E. Heavy Duty Standard



Send for the
free booklet



DEVELOPED BY

LOCKHEED

where stopping starts

Regd. Trade Mark



One of the
Automotive
Products
Group

AUTOMOTIVE PRODUCTS COMPANY LTD., LEAMINGTON SPA • EXPORT DIVISION: AUTOMOTIVE HOUSE, GREAT PORTLAND STREET, LONDON, W.1

TAMPLIN PORTABLE BULK CONTAINERS

FOR GRAIN AND FREE-FLOWING MATERIALS

FOR DIRECT FITTING WITHOUT MODIFICATION TO ANY FLAT-BED VEHICLE



EASY FILLING
by open top.

RAPID DISCHARGE

by: Gravity outlets,
Worm conveyor,
Self-contained
tipping units

Easily coupled to pneumatic
discharge.

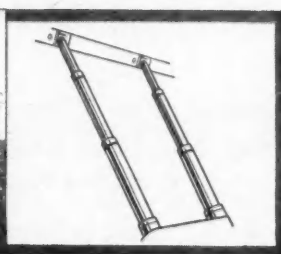
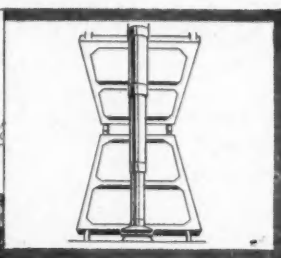
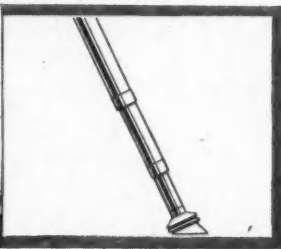
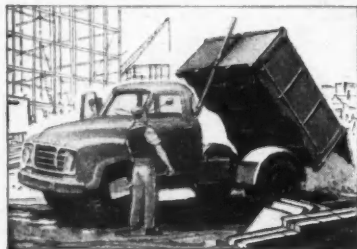
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for sack loads

Sizes :
10-15-ton
capacity.

Further details from :

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whichever
the vehicle
there is
always a

WESTON

tipping gear
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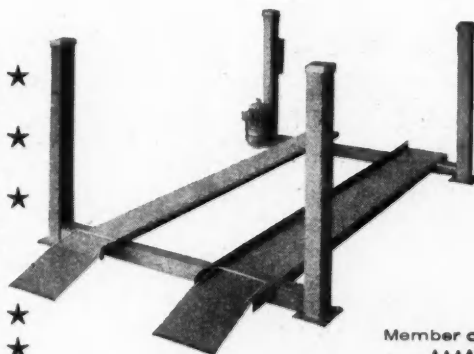
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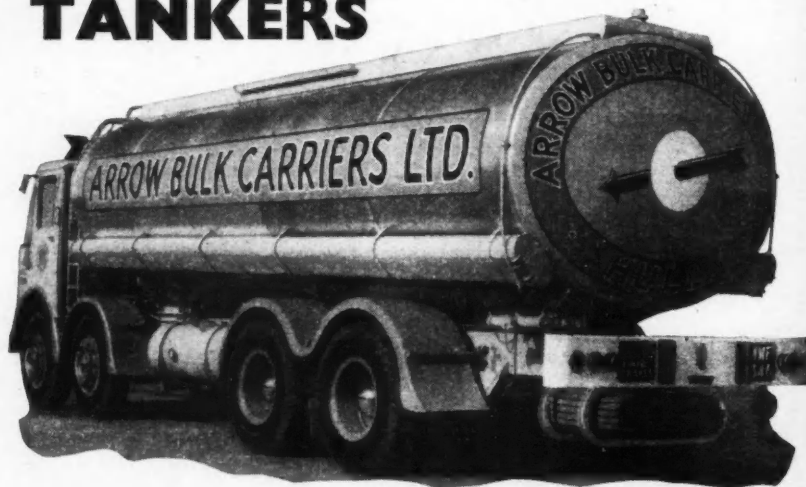
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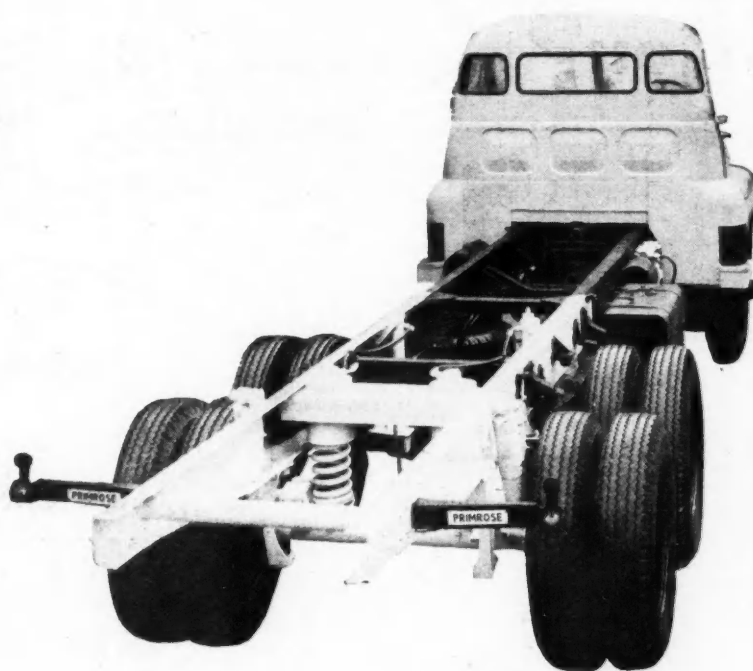
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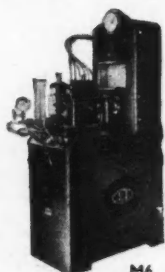
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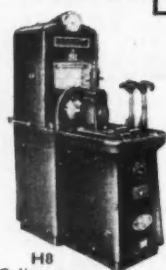
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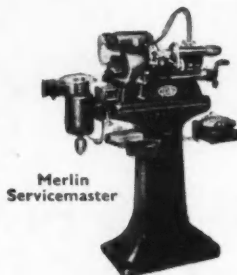
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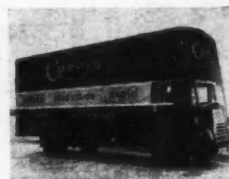
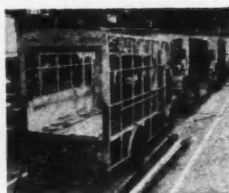


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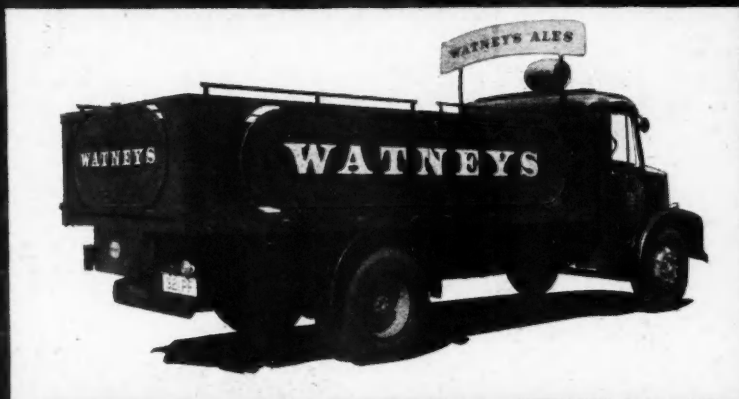
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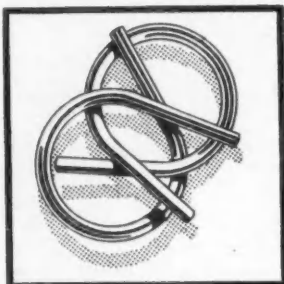
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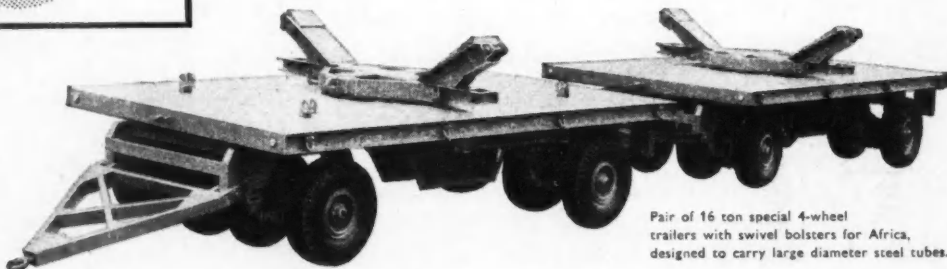
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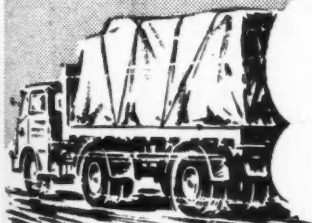
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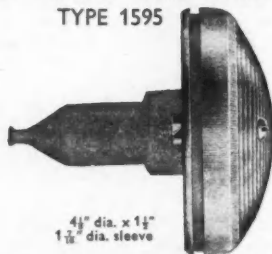
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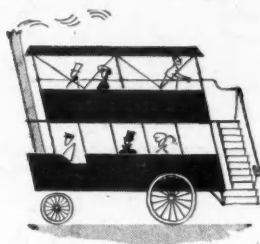
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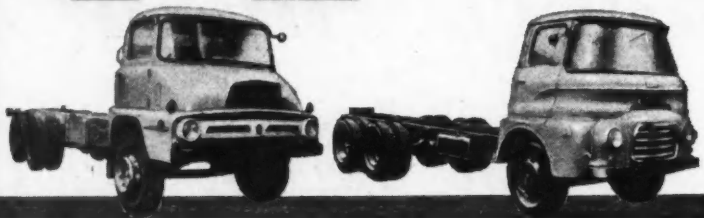


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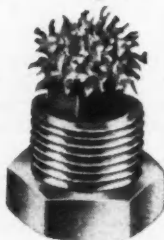
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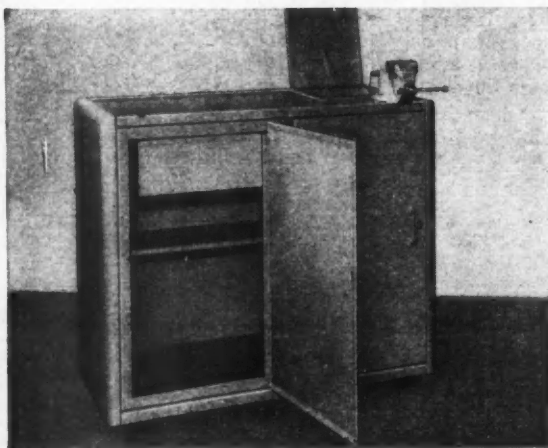
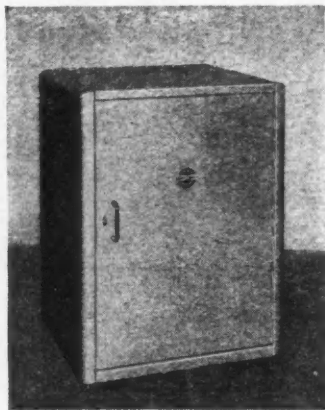
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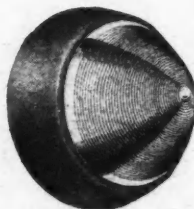
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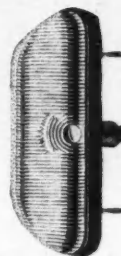
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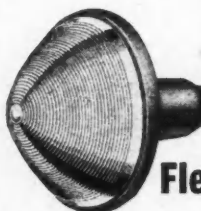
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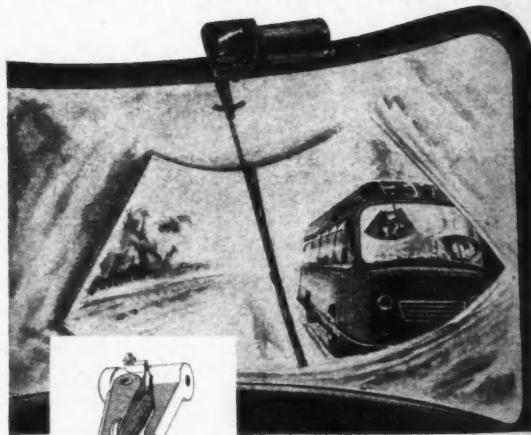
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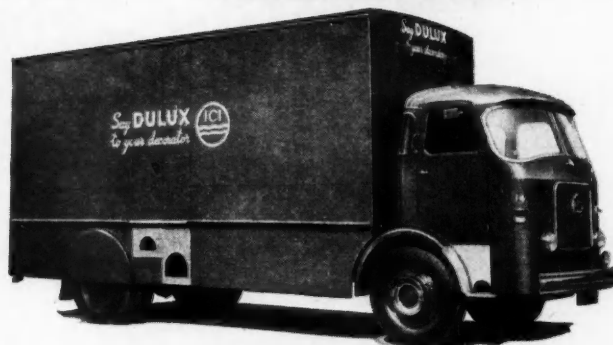
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INDEX TO ADVERTISERS

Name	Page
A	
A.E.C., Ltd.	5, 6 & 7
Albion Motors, Ltd.	3
Andrews Bros., Ltd.	31
Anthony Hoists (Successors), Ltd.	8
Automotive Products Co., Ltd. Front Cover & 17	
B	
Boden Trailers, Ltd.	80
Bonallack & Sons, Ltd.	34
Booth, James, Aluminium, Ltd.	15
Boys, Henry, & Son, Ltd.	28
Bradburn & Wedge, Ltd.	47
British Aluminium Co., Ltd., The	23
British Timken: a Division of The Timken Roller Bearing Co. Inside Back Cover	
British Wagon Co., Ltd., The	16
Brown, David, Corporation (Sales), Ltd., The	40
Butlers, Ltd.	26
C	
Campbell Symonds & Co., Ltd.	46
C.A.V., Ltd. Inside Front Cover	
Commercial Motor Garage & Repair Co., Ltd.	46
Cuprinol, Ltd.	16
D	
Dagenham Motors, Ltd.	46
Dennis Bros., Ltd.	13
Dunlop Rubber Co., Ltd.	45
E	
Eagle Engineering Co., Ltd.	24
Eaton Axles, Ltd.	9
F	
Ferraris of Cricklewood, Ltd.	80
Firestone Tyre & Rubber Co., Ltd.	37
Flexible Lamps, Ltd.	32

Name	Page
G	
Gliksten, J., & Son, Ltd.	22
Goodyear Tyre & Rubber Co. (Great Britain), Ltd.	41
H	
Hardy Spicer, Ltd.	2
Hazlemere Motor Co. (Waltham Abbey), Ltd.	33
Holmes (Preston), Ltd.	11
Howard Bros., Ltd.	46
J	
Jones, R. C. (East Acton), Ltd.	47
K	
Karrier Motors, Ltd.	1
Keith & Boyle (London), Ltd.	80
L	
Laycock Engineering, Ltd.	19
Lindley, C., & Co., Ltd.	47
Lucas, Joseph, Ltd. Back Cover	
M	
Mann Egerton & Co., Ltd.	32
Marshall Motor Bodies, Ltd.	28
Mason, Joseph, & Co., Ltd.	27
Merlin Engineering Co., Ltd.	22
Mitchell, L. A. (Motors), Ltd.	80
Morris Commercial Cars, Ltd.	35
Mutual Finance, Ltd.	29
N	
Norris, Henty & Gardners, Ltd.	12
Norrish, S., Ltd.	32
P	
Parsons & Parsons (Garages), Ltd.	30
Pilot Works, Ltd.	4

Name	Page
P	
Power Petroleum Co., Ltd., The	36
Primrose 3rd Axle Co., Ltd.	21
R	
Renault, Ltd.	42
Rootes Group Service	10
Ross-Smith & Earthrowl, Ltd.	30
S	
Samlesbury Engineering, Ltd.	26
Serck Radiator Services, Ltd.	12
Servis Recorders, Ltd.	14
Silica Gel, Ltd.	46
Simms Motor Units, Ltd.	44
S.M.T. Sales & Service Co., Ltd.	48
Sparshatt, J. H., & Sons, Ltd.	24
Stewart & Ardern, Ltd.	43
Strachans Successors, Ltd.	20
Straco, Ltd.	46
T	
Tamplin, N., & Co., Ltd.	18
Taskers of Andover (1932), Ltd.	30
Thorpe, P. M. G., Ltd.	80
Turner Manufacturing Co., Ltd.	46
V	
Vauxhall Motors, Ltd.	38 & 39
Vigzol Oil Co., Ltd., The	25
W	
Weston Works (Birmingham), Ltd.	18
Y	
Yorkshire Engineering & Welding Co. (Bradford), Ltd.	20
Z	
Zenith Motor & Engineering Works, Ltd.	14

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A wide variety of flashing indicators is available, and many of them are listed and illustrated in this issue. The survey does not pretend to be exhaustive, because some manufacturers are reluctant to disclose details, or even the nature, of their products. Other items of equipment have not been included because they are available only to vehicle manufacturers and cannot be purchased separately by operators.

The provision of flashing indicators is controlled by the Construction and Use Regulations of April 1, 1957. They specify the minimum areas of indicator lamps for different classes of vehicle and broadly lay down the places in which they may be installed. Care is, however, needed in selecting the best positions within the framework of the regulations. For example, it is legal to mount "ear" lamps on the roof of a light van, but they cannot easily be seen by a following driver, and in that position they are little more effective than the semaphore type.

Indicators mounted at the front and rear of a large vehicle can give clear signals to traffic in front and behind, but drivers and riders alongside, particularly cyclists, would be completely unaware that the vehicle was about to turn left or right. In this respect, the "blister" lamp at the front is to be preferred to a flush-fitting unit on a front panel, so long as it projects far enough to the side to be seen from the rear. Lamps of this kind are often mounted on sides of cabs and are completely obscured by wide bodywork.

According to the regulations, the rate of flash shall not be less than 60 or more than 120 per minute. Flashing must begin within a second of operating the indicator switch. Whether a slow or fast rate is preferable is open to doubt, but too rapid a "wink" can sometimes be irritating. Unfortunately, some equipment ceases to flash altogether after a while, and emits an illegal steady light.

Bulb power is limited between 15W. and 36W., but if a front flasher lamp is combined with a side lamp, the power must not exceed 7W. Manufacturers frequently do not make the lamps easily accessible, which discourages their replacement if they fail.

With ever-increasing traffic travelling at ever-increasing speeds, signalling is of vital importance. The Construction and Use Regulations provide the legal framework governing indicators, but there is still wide scope for the exercise of initiative by vehicle manufacturers and operators in putting them to the most effective use.

Safe Parking Urgent

ALTHOUGH anti-theft devices can do much to protect vehicles and their loads, safe parking sites close to drivers' hostels in towns are urgently needed. Indiscriminate parking of lorries in streets at night is inviting theft, but the scarcity and high cost of land in busy areas make the provision of guarded accommodation extremely difficult. In Bermondsey, London, a natural centre for long-distance lorries, the borough council have been trying for a year to find off-street parking facilities. British Road Services, Hay's Wharf, Ltd., and the Port of London Authority have been asked for assistance, but have been unable

Editor:
A. E. SHERLOCK-MESHER

Technical Editor:
JOHN F. MOON
A.M.I.R.T.E., A.S.A.E.

Proprietors:
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Chairman and Managing Director:
ROLAND E. DANGERFIELD

Head Office:
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Telephone: Terminus 3636.
Telegrams: "Pressimus London Telex."
Telex: 23839
Cables:
"Telex 23839=Pressimus London."

Branch Offices:
Bayliss House, Hurst Street, Birmingham.
Telephone: Midland 6616.

50 Hertford Street, Coventry.
Telephone: Coventry 27414.

1 Bracken Street, Manchester.
Telephone: Deansgate 6114-B.

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to give it. A deputation has waited on the Home Office, again without result.

The matter has been brought to a head through the enterprise of a man who has set up an attractive hostel for drivers, which has become extremely popular. Parked vehicles now line the local streets at night, to the great annoyance of residents, whose sleep is disturbed by late arrivals and early departures.

No obstruction is caused by the vehicles and the police cannot take action against the drivers on that account. Indeed, they would hardly wish to do so, because they are as keenly aware as anyone of the difficulties. But if the Noise Abatement Act becomes law, they may be compelled to prosecute on the ground that a nuisance is being caused. A new problem for hauliers will then be created, not only in Bermondsey, but in any residential area where lorries are left overnight.

The public's increasing consciousness of noise is expressed in the legislation now before Parliament, and commercial vehicles have been the subject of unfavourable comment. Little can probably be done to silence loose loads, but the noise of vehicles parking at night in residential streets, and of drivers' conversations, could be prevented by police action.

The easiest solution might be for lorries to be parked in deserted city streets under police supervision, provided that they were moved before the heavy morning traffic began, but it would be no more than a palliative. The need for safe off-street parking sites will remain, and the use of derelict land for this purpose should receive high priority.

Bird's Eye View

A Bye in the Election

MR. N. T. O'REILLY, whom I would have tipped as the next national chairman of the Road Haulage Association, told me last week that he would not be offering himself for election. His plate is already full.

Radical Priest

A ROMAN CATHOLIC news sheet is the last publication in which I would expect the design of motor vehicles to be discussed. But the Very Reverend Monsignor Anthony Reynolds, parish priest of the Church of the Most Precious Blood, of the Borough, London, does so in a weekly sheet which he edits. And he has original ideas. He is far from convinced by statements by Dunlop and India Tyre that safety would not be increased by fitting rubber, instead of metal, bumpers incorporating shock absorbers. He wants all vehicles to be built like dodgem cars and does not intend to take no for an answer.

Home Again

THE wheel has turned full circle for Mr. Jack Binns, one of the industry's best-known personalities. At the age of 61 he is returning to his native Yorkshire as managing director of Thomas Greenwood's Sons, Ltd., Austin distributors, Halifax. For 22 years he has been with Rootes, for the past six years as London commercial-vehicle sales manager. During his long career he has been with Karrier, Morris-Commercial and Lookers, Ltd., as well as with Rootes.

Perpetual Motion

ONE of the novelties of the Geneva Show was a driverless Renault Estafette van, with pre-set throttle and steering, running round in circles. It was looking for a parking place.

B4

Men Who Make Transport—26

Robert Barr

THE chairman of Barr and Wallace Arnold Trust, Ltd., at the age of 70, is certainly a veteran of motorized road haulage and perhaps a true pioneer of the passenger-carrying sector of the industry. From his earliest years, Robert Barr harboured an urgent desire to introduce the townsmen of the bleak, industrial centres of Yorkshire to the beauties of their native county, so close to their homes, but almost unknown to them. Today, Wallace Arnold coaches carry more than 60,000 people a year on extended tours alone.

Robert Barr was born on his father's farm near Wakefield. In 1903, he was fascinated by the possibilities presented by a demonstration of motor vehicles, but his father, a Scot of traditional outlook, regarded them as inventions of the devil and would have none of them. Much against the family wishes, young Barr, at the age of 14, stuck to his views and departed to Leeds, there to apprentice himself to a motor engineer for seven years.

At the end of his training, he had saved sufficient money to buy a Karrier chassis, complete with both haulage and char-à-bancs bodies. From Monday to Friday night he operated as a haulier: at the week-end, he carried increasing numbers of people away from the towns into the Dales or the Yorkshire coast.

By 1914 he had three vehicles, at least until the Army called for them in August. Mr. Barr volunteered for transport duties and while waiting for his summons to the Colours, managed to buy three British Ensigns which he



"Out you come, the tour season's starting."

Checkmate

AN experiment to discover how much Preston's chaotic traffic conditions cost the municipal transport department is being carried out—in Southport. When Southport Corporation asked Preston to lend them a front-entrance Leyland Titan, Preston saw the chance of seeing how many extra miles per gallon the double-decker would do on the relatively clearer roads of the seaside town. Preston, in its turn, has borrowed an Atlantean from Leyland Motors, Ltd.

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Mr. Robert Barr, the farmer's son who has become one of the giants of the coach business.

worked on behalf of the Yorkshire Copper Works. In fact, he never was called up and the haulage business prospered until passenger carrying returned in 1919.

Weary of war and its inevitable restrictions on movement, people were glad to avail themselves of the Barr

excursion facilities. His first extended tour was to the Empire Exhibition at Wembley. This was followed by tours to Devon, Cornwall, Scotland and Wales: the haulage business continued to thrive in parallel.

The year 1926 is important, for it was then that the name Barr was first coupled with Wallace Arnold, another Leeds coaching business. Wallace Arnold's comprised Wallace Cunningham and Arnold Crowe, and they brought several solid-tyred A.E.C. and Leyland vehicles into the new enterprise. A year later, the haulage and passenger businesses were separated: the lorries operated under the name R. Barr (Leeds), Ltd., and the coaches under the title of Wallace Arnold Tours, Ltd. With renewed confidence in the enlarged company, Mr. Barr ordered six new Leyland Lioness coaches with pneumatic tyres and luxury coachwork by London Lorries. In spite of industrial depression, things went well until 1930 and its Road Traffic Act.

Although the company suffered some restrictions on fleet size, most of its terminal points were granted. Robert Barr was an active member of the Commercial Motor Users' Association and led the fight of the Northern operators for improved facilities. In 1932, he lobbied members of the House of Commons and was received by the Minister of Transport. After that, matters improved and until the outbreak of war in 1939, Mr. Barr was busy acquiring relatively small coach businesses in the Leeds and Bradford areas to strengthen the licence position.

Family Control Retained

The company's first Continental tour was run in 1933 and proved extremely popular. With the formation of the Barr and Wallace Arnold Trust, Ltd., in 1937, the enterprise became a public company in which the majority shareholders were the Barr family. In the years immediately before the war, the company was standardizing on Leyland vehicles, a policy which proved wise in the years when spares were scarce. Many vehicles were requisitioned, but Mr. Barr bought 50 others and with them ran works services, ferried troops and moved prisoners of war to the farms where they were put to work.

With the end of hostilities, he proved to be as energetic and enterprising as ever. He bought two hotels in Torquay and concentrated on providing the holiday travel facilities which he knew would be in ever-increasing demand. In 1948 he added to the group half-a-dozen companies in the Scarborough area, as many again in Torquay and 12 in Leeds and Bradford.

But a year later he lost the haulage business under nationalization and this was a bitter blow to him. Undaunted, he redoubled his efforts on the coaching side to restore an unbalanced economy. He ordered a special Leyland-Duple luxury coach and took it to the British Motor Show in New York. His contacts there, and on a 25,000-mile tour of the United States and Canada, resulted in an immediately enlarged business from Americans interested in a 40- or 90-day tour of Europe.

Bold, shrewd and far-sighted in his business dealings, Bobby Barr has never lost the deep-rooted love of nature which gave rise to his commercial activities. During the war he found time to write "I Travel the Road," which describes the beauties of Britain, and he has always enjoyed walking, fishing, and growing flowers. He interests himself in opera, music and children's holidays, and during the war was a member of Leeds City Council. He is a man who has done what he set out to do. He has weathered many a storm and retained an admirable judgment—and a host of friends.

T.W.

RS

By The Hawk

Forlorn Hope

COACH operators will welcome the appointment of a committee to consider how the Government can encourage the extension of the summer holiday season, but they will be surprised if anything happens. The acute holiday peak in August is created mainly by the educational timetable. As many schools are reluctant even to stagger daily working hours to relieve pressure on transport, the educational authorities are highly unlikely to reorganize school terms.

Broke

I AM beginning to feel sorry for the Ceylon Transport Board. The Auditor-General has asked them to explain the wide disparity between amounts shown as remitted to the chief accounts officer and those appearing in his books. To make matters worse, forgeries of vouchers and other defalcations have cost them about £8,000 in a year. They are now faced with more than 4,700 claims by former bus operators for compensation exceeding £2.3m.—and, not surprisingly, they have no money.

No Brakes

BERYL RANDLE, who was woman runner-up in That Walk, has reason to be grateful to her employers, Small and Parkes, Ltd., who make Don brake and clutch linings. They gave her paid leave of absence while she was on the walk, and their nation-wide sales and service organization was used to carry her kit from place to place. What's more, a director was waiting to greet her when she arrived at Land's End.

Luxury Travel

I CALCULATE that Billy Butlin paid the winner of the walk about £1 2s. a mile. It will soon cost him the same to travel by rail.

Commission Exceeding 10% May Infringe Wages Act

FROM G. DUNCAN JEWELL

EVERY haulier and clearing house sub-contracting traffic may be affected by a ruling given last Friday by Mr. J. H. E. Randolph, Yorkshire Deputy Licensing Authority, that commission on such business should not exceed 10 per cent. He held that to charge more might be a breach of the Road Haulage Wages Act, 1938, and made an operator liable to the suspension or revocation of his licence.

The question arose after submissions by objectors to an application by Leonard Green (Haulage), Ltd., Parkgate, Rotherham, that the deduction of 20 per cent. commission before passing steel traffic to sub-contractors was likely to increase hiring difficulties (see report on page 237).

An Employee Defined

Section 9 of the Act states: "Where any person who is the holder of a licence granted under Part I of the Road and Rail Traffic Act, 1933, or who carries on the business of a goods transport clearing house makes by way of trade an arrangement, expressed or implied, with any worker in pursuance of which the worker performs any work with respect to which statutory remuneration would, if the worker were employed by that person, be in force under this Act, the worker shall be deemed . . . to be employed by that person. . . ."

The section provides that if the only work performed is in connection with a goods vehicle on an A or B licence held by the worker:

(a) If the arrangement was made by way of sub-contract with the worker to enable the employer to execute a contract for the transport of goods entered into by him, the employer will not contravene the provisions of Section 6 (which lays down the duty to pay statutory remuneration) if he proves that the sum paid was not more than 10 per cent. less than the amount payable to the employer under the contract in respect of the work.

(b) Where the employer is neither an A or B licensee nor a clearing house, and the arrangement is in connection with his own business, the section does not apply.

Must Face Investigation

Mr. Randolph believes that, if more than 10 per cent. is deducted, the hirer must face investigation as to whether statutory wages have been paid. Section 10(1) requires an employer to keep records to show that the Act is being complied with, and, presumably, in such cases, these must show the original rate and the sub-contract rate.

The Act does not make clear whether it is permissible to sub-contract more than once and deduct 10 per cent. each time, but many reputable clearing houses deduct only 5 per cent. when passing on traffic received by hauliers.

It seems that any haulier and, more

important, any clearing house, whether in possession of vehicles or not, must, if taking a commission of more than 10 per cent., keep records which can be investigated. The implication is that a haulier aggrieved by a low rate received for sub-contracting can seek redress through the Licensing Authorities or the courts.

Section 7 provides, on summary conviction, for a fine not exceeding £20 for each offence. If notice is given of intention to do so, evidence may be given of previous contraventions and the defendant may be ordered to pay such sum as the court considers should be paid.

Revocation or Supervision

If a licence holder is convicted of such an offence the Licensing Authority may exercise his powers of revocation or suspension under Section 13 of the 1933 Act.

Mr. Randolph's suggestion that the provisions of the Wages Act, and their meaning, are insufficiently appreciated, is supported by the fact that, despite the many complaints and difficulties arising out of the activities of unscrupulous clearing houses, no one appears to have thought of taking action on these lines.

Concerted action on the part of the haulage industry could be the means of curbing those undesirable elements who seek to gain advantage by rate-cutting. The case of Leonard Green (Haulage), Ltd., however, appears to be in a different category, for Mr. Green contends that his rate is above that normally paid in the area.

Centralized Control by Allison's

CENTRALIZATION of control in Dundee by Allison's Transport (Contracts), Ltd., was approved by Mr. Alex Robertson, Scottish Deputy Licensing Authority, in Dundee last week. Six applications granted included the transfer of six vehicles from Liverpool to the Dundee base, and another six from Glasgow to Dundee.

Mr. Gilbert Taylor, joint managing director, said that for the purposes of control and licensing it was considered that Dundee was the most suitable base, but they would retain depots in Glasgow, Liverpool and within the Metropolitan Area.

The change of base would not alter the type or character of their business, but would provide inter-availability of vehicles. Glasgow would still be served to the same extent, although the prepon-

State Concerns Lose to Buckmaster

APPEALS by State-owned bus companies and the railways against the Metropolitan Traffic Commissioner's grant of a Dunstable-Glasgow express service to Buckmaster Garages, Ltd., have been dismissed. Thus, a case occupying many months has been brought to its final conclusion.

The appellants were United Counties Omnibus Co., Ltd., the British Transport Commission (for the railways), Scottish Omnibuses, Ltd., and Western S.M.T. Co., Ltd. An appeal by Western S.M.T. against the Metropolitan Commissioner's refusal to grant them a Dunstable-Glasgow express service has also failed. The Commission, Scottish Omnibuses and Western S.M.T., appealed unsuccessfully against the Eastern Traffic Commissioners' grant of a backing for Buckmaster's service.

In his decision released on Tuesday, the Minister says he agrees with the Commissioners and Mr. S. A. Bailey, the inspector, who heard the appeals, that there was unlikely to be heavy abstraction of traffic from the railways and that the new service would probably attract passengers who would otherwise not travel at all.

Mr. Bailey thought the grant to Buckmaster Garages would cause undue abstraction from Western S.M.T.'s services and recommended that it should be revoked. The Minister disagrees. He says that, as the service was to operate on only a small number of busy holiday week-ends and some of the traffic was likely to be new, Western S.M.T. would not suffer greatly.

MORE LONDON STAGGERING

NEW moves to introduce staggered working hours in central London were announced by the London Travel Committee on Monday. Their renewed efforts to persuade employers to stagger hours are gaining success, and the 30,000 Londoners already working on staggered schedules will soon increase in numbers.

derance of the concern's traffic was to England.

For the applicants, Mr. W. D. Connachie indicated that they also sought to standardize their normal user to: "general goods, central and south Scotland, Lancashire, Yorkshire, Midlands, London and Home Counties." Other licences with an existing normal user of "general goods, Great Britain," would be similarly restricted when they came up for renewal, he added.

Mr. Robertson, granting the application, said that the Transport Tribunal, in a recent decision involving Allison's, had said that it was in the interests of the concern as a commercial undertaking that, if possible, all their licences should be aggregated as licences granted by, and thereafter under the control of, the Scottish Licensing Authority.

Platform Vehicles Bought Solely for Replacement By Tankers

• FROM A SPECIAL CORRESPONDENT

BRIDLINGTON, Tuesday.

THREE special-A-licensed platform vehicles had been purchased and assigned from Comberhill Motors, Ltd., Wakefield, by Arrow Bulk Carriers, Ltd., Hull, solely for the substitution of new tankers. Maj. F. S. Eastwood, Yorkshire Licensing Authority, was told here today.

He reserved his decision on Arrow's application for ordinary A licences for the tankers.

Mr. E. Tomlinson, of Arrow, said that they were solely tanker operators and subsidiaries of International Bulk Liquids, Ltd. Their main work was the distribution of rubber latex throughout Britain with contract vehicles. Ordinary A licences were required so that spot demands could be met and a number of outside customers served.

Letters had been written to the Authority explaining the company's intentions when the assignment transactions took place. Mr. Tomlinson stated that he had always believed that such assignments were completely above board, and that on application for ordinary A licences Arrow would simply have to justify need.

The original vehicles' unladen weights were 7 tons 18 cwt. 84 lb., 7 tons 16 cwt. 28 lb. and 6 tons 10 cwt.; they were now, as tankers, 10 tons 5 cwt., 9 tons 5 cwt. and 6 tons 10 cwt. respectively.

More Expedient Method

Questioned by Mr. C. Kemp, for Bulwark Transport, Ltd., who objected, Mr. Tomlinson said that Arrow did not originally apply for ordinary A licences because they held only contract licences and thought that the method adopted was more expedient.

Mr. Tomlinson agreed that the original vehicles had never physically been in Arrow's possession, and that in effect the company had paid about £5,600 for the three licences.

Arrow's sole intention had been to obtain new tankers, and the platform vehicles had never been owned by Arrow, nor had they been in the company's possession when the application forms were

filled in. Letters to the Authority, stated Mr. Tomlinson, had made the company's intentions clear, and the answer to the fifth question on the form could not be construed as a false statement.

He added that before he came into the court he had had no idea that the making of a false statement would be imputed against his concern. The licensing technicalities were "a complete shock."

"Many Misrepresentations"

Mr. Kemp submitted that Arrow had no right to licences. The sale of a licence without a vehicle was not an assignment as contemplated under Section 8 of the 1953 Act. There had been many misrepresentations on the form, he said.

Mr. R. E. Paterson, for A. S. Jones and Co., Ltd., and John Forman, Ltd., who also objected, suggested that although letters had been written to the Authority stating the applicants' intentions, the receipt of an application form at a later date for the assignment of a platform vehicle indicated that there had been a change of mind.

It was reasonable for the Authority to assume, Mr. Paterson added, that a variation application would be made if there were an increase in weight.

For Arrow, Mr. P. Kenny said that their conduct could not be said to have been other than straightforward—despite "wild and incoherent" statements by the objectors. It was impossible to prove or argue that the weight increases were illegal. There had been no intention to deceive.

He submitted that need for the vehicles was established and not contested by the objectors.

Indiscriminate Running, Tribunal Told

THE holders of contract-A licences for nine vehicles, G. S. John, Ltd., Pontypridd, were alleged before the Transport Tribunal in London on Tuesday to have carried goods indiscriminately.

John were responding to an appeal by the British Transport Commission against the South Wales Licensing Authority's grant to the company of an A licence for 10 vehicles.

Mr. D. L. McDonnell, for the B.T.C., said that nine of the vehicles had previously been under contract-A licences to work for Aberdare Cables Holdings, Ltd., who had three associated companies.

Although the contracts were with the parent concern only, it was clear, sub-

mitted Mr. McDonnell, that John had carried for the associated companies and other people as well.

The original and subsequent applications for contract vehicles had never been published, and John had been able to build up a business without objections from other hauliers. It was scarcely possible to imagine an application with more thoroughly unsatisfactory features, submitted Mr. McDonnell.

The case was of a kind which had become common in recent years, and caused the Commission and other established operators "considerable concern." Such cases needed to be watched with great care by the Licensing Authorities.

The hearing was adjourned.

Decision "Verged on Pedantic"

A DECISION of the West Midland Licensing Authority was described to the Transport Tribunal in London on Tuesday as "verging on the pedantic."

Webb Bros. (Tunstall), Ltd., Stoke-on-Trent, were appealing against his refusal of an A licence for a 3-tonner. Their first application, made in May, 1959, was opposed by the British Transport Commission, and failed.

In December, the company made another application, including a revised declaration of operation, and this was unopposed.

Mr. J. R. C. Samuel-Gibbon, for Webb, told the Tribunal that the only point at issue concerned the inclusion of Scotland in the normal user. Evidence of journeys to Scotland had been submitted, and it had been said that these would increase.

In refusing this application, the Authority had been over-conscientious, said Mr. Samuel-Gibbon.

The Tribunal reversed the Authority's refusal, but Sir Hubert Hull, president, said that they had had "considerable doubt."

NO WARNING DEVICE—£5 FINE

AT South Hunsley Beacon Sessions, Hull, last week, Barchards Transport, Ltd., Springhead Lane, Hull, were fined £5 for using a lorry not fitted with a warning device to a vacuum- or pressure-assisted braking system, and £5 for using a lorry with a defective speedometer. They were said to have had 41 previous convictions.

For the company, Mr. R. E. Paterson said that the vehicles did exceptionally heavy work. Wear and tear was abnormal, and they were away for long periods.

A fine of £2 was also imposed on Percy Harrison Robson, Northolme Road, Hessle, one of Barchards' drivers, for using a low fog lamp other than in conditions of fog or falling snow; £1 for using a lorry with a defective speedometer; and £1 for using a lorry not fitted with a braking warning device.

Barchards and Robson both pleaded guilty.

IMPRESSION OF COMPETITION

ONE had the impression that there was a form of competition between road hauliers and the Government, said Mr. D. O. Good, a national vice-chairman of the Road Haulage Association, at the annual meeting of the Mid-Cornwall Sub-area last week.

"It is an impression one gets from the Government's use of special taxation in an effort to equalize the cost of road and rail transport, and from its attempts to arrest the process by which road vehicles are replacing railway wagons," he said.

ROAD SHOW FOR PRESTON

AFTER a successful period in Newcastle upon Tyne, the Roads Campaign Council's "New Ways for London" Exhibition will open at the Public Library, Preston, on Monday.

Men in the News

MR. P. H. WYKE SMITH, chief engineer of the Trent Motor Traction Co., Ltd., has taken up a similar position with the North Western Road Car Co., Ltd. He will take over when Mr. J. E. HOLLANDS leaves in May to become group engineer of Canadian Motors, Ltd.

MR. STANLEY KENNEDY retires at the end of the month from his positions as chairman of the Bristol Omnibus Co., Ltd., and the Tilling group management board, and director of Bristol Commercial Vehicles, Ltd., and Eastern Coach Works, Ltd. He has had 46 years' service in the bus industry.

MR. T. W. JACKSON, of the Key Warehousing and Transport Co., Ltd., has been elected chairman of the National Conference of Road Transport Clearing Houses. MR. R. W. TREE, of 20th Century Transport, Ltd., and MR. S. MARSH, of Transmotors, Ltd., have been elected vice-chairmen. MR. S. EASTMEAD is honorary treasurer.

BACON AND EGGS GO DOWN WELL

BACON and eggs were placed before Mr. J. C. McDonald, Western Deputy Licensing Authority, at Salisbury last week. But this was an application by Messrs. A. D. Bacon and Son, Dinton, to add a vehicle to their egg-carrying fleet.

It was the suggestion of Mr. McDonald that the hearing, previously adjourned at Weymouth, should be known as the "Bacon and Eggs" application.

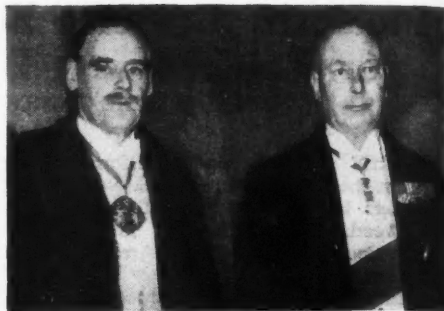
A director of Sykes Broilers and Western Chicken Co. gave evidence on the amount of carriage Bacon did for them in collecting eggs and chickens.

The application was granted.

MR. J. RAWLINGS, of J. Rawlings (Haulage), Ltd., has been elected chairman of the Basingstoke Sub-area of the Southern Area of the Road Haulage Association. MR. J. F. REMINGTON, A. C. Hutton, Ltd., is vice-chairman. MR. J. H. H. FISHER, J. H. Fisher (Contractors), Ltd., is chairman, and MR. W. G. COOK, Messrs. W. G. Cook and Sons, vice-chairman of the Reading Sub-area. MR. W. J. MORRIS, of Morris Removals, Ltd., and MR. J. M. HUTCHINGS, Alton Transport and Engineering Co., Ltd., have been elected chairman and vice-chairman respectively of the Aldershot Sub-area. MR. S. DEAN, G. H. Dean (Marlow), Ltd., has been elected chairman and MR. P. N. JANES, Janes (Transport), Ltd., vice-chairman, of the South Bucks Sub-area. MR. E. CORNIC, H. Cornick and Sons, Ltd., and MR. D. S. COTTELL, Messrs. A. E. Gash and Sons, have been elected chairman and vice-chairman respectively of the Southampton Sub-area.

88

When the Duke of Gloucester, seen here with Col. J. F. E. Pye, Master, attended the annual dinner of the liverymen of the Worshipful Company of Carmen, at the Mansion House, London, last week, it was the first time in 450 years that they had entertained a member of the Royal Family. Other guests included Sir Edmund Stockdale, Lord Mayor of London, and Field Marshal Sir Claude Auchinleck.



MR. FRANK WHARTON has been appointed southern representative for the heavy frictions division of Gandy, Ltd.

MR. COLIN SWAIN, managing director of Thomas Greenwood's Sons, Ltd., Halifax, has become deputy chairman of the company. MR. JACK BINNS has been appointed managing director in his place.

MR. C. C. COX, sales manager of the Canterbury branch of Martin Walter, Ltd., has been appointed a local director. MR. L. R. MACGREGOR has been appointed sales manager of the Dover branch.

CONTINENTALS INSPECT M1

ROAD experts from three Continental countries are inspecting M1 and highway construction in Birmingham during a two-day visit to this country as guests of the Roads Campaign Council.

They are, Mr. Edmond Goelen, a senior member of the Belgian Ministry of Transport; Mr. A. J. Nap, head of the Dutch Roads Department, who is accompanied by his predecessor, Mr. Cosquino De Bussy; Mr. Werner Leipold, a member of the West Berlin Roads Department; and Mr. Funcke, a senior representative of the Road Ministry of the North Rhine Westphalia.

FORTHCOMING EVENTS

- April 26-29.—Institute of Transport congress, London.
- April 28.—Institute of Transport annual dinner, Dorchester Hotel, London, W.1.
- May 2.—Traders' Road Transport Association annual dinner, Grosvenor House, Park Lane, London, W.1.
- May 2-3.—National Association of Furniture Warehousemen and Removers annual conference, Bournemouth.
- May 3-13.—Mechanical Handling Exhibition, Earls Court, London.
- May 4.—British Association of Overseas Furniture Removers' annual conference, Bournemouth.
- May 17-19.—Public Transport Association annual conference, Scarborough.
- May 18.—Road Haulage Association annual dinner, Grosvenor House, London, W.1.
- May 20-22.—Institute of Traffic Administration conference, Black Boy Hotel, Nottingham.
- June 14-17.—Institute of Public Cleansing annual conference, Portsmouth.
- July 5-8.—Royal Show, Cambridge.
- September 12-16.—Municipal Passenger Transport Association conference, Douglas, Isle of Man.
- September 18.—Lorry Driver of the Year Competition Final, Fort Dunlop, Birmingham.
- September 23-October 1.—Commercial Motor Show, Earls Court, London.
- September 26.—Passenger Vehicle Operators' Association annual dinner, Grosvenor House, London, W.1.
- October 6-16.—Paris Show.
- October 10-12.—Road Haulage Association annual conference, Blackpool.
- November 3-13.—Turin Show.

VIVA Shield to Laing for M1 Work

THE London Guild, the Worshipful Company of Carmen, has awarded their VIVA Shield for outstanding transport improvement in 1959 to John Laing and Son, Ltd., for their work on M1 carried out on time in bad weather.

The completion of their work in 19 months included the construction of 55 miles of new roadway and 134 bridges. The Shield award includes a Gold Medal and illuminated citation which takes note of the dedicated co-operation of all concerned. The presentation will be made at Trinity House, in July.

OBITUARY

WE regret to record the deaths of MR. H. T. G. WARD, MR. GEORGE WOOD, MR. H. GILBERT RAMSELL and MR. JOHN BODDY.

Mr. Ward, who was Claims Officer of the Portsmouth Passenger Transport Department, was secretary of Portsmouth group of the Institute of Transport and represented the department on the claims section of the Municipal Passenger Transport Association.

Mr. Wood, who was vice-president of Thos. A. Ward, Ltd., Sheffield, died following a long illness. During 57 years' work with the Ward Group, he was chairman or managing director of several companies.

Mr. Ramsell, general manager of the Yale and Towne Manufacturing Co., was 61. He had been ill for several months.

Mr. Boddy was chief engineer and technical manager of Trico-Folberth, Ltd.

ADJOURNMENT FOR TALKS

PARTIES disputing the purchase of Direct Roadways, Ltd., in the Chancery Division (*The Commercial Motor*, last week), were last week granted an adjournment until April 5 by Mr. Justice Cross. He was told that negotiations were in progress.

On March 15, the Judge granted *ex parte* to Mr. John Augustus Hill, Bottings, Curdridge, Botley, Hants, an interim injunction restraining Mr. Edward Henry Smith and his father, Mr. Edward Henry David Smith, High Trees, Parkland, Fareham, Hants, from disposing of the issued share capital.

The adjournment was granted upon the defendants' undertaking in the terms of the injunction.

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Company Busmen Reopen Claims

PROVINCIAL company bus workers will reopen wage negotiations next month. Mr. Arthur Townsend, of the Transport and General Workers' Union, told *The Commercial Motor* on Wednesday that the negotiating committees will meet on April 11. The employees' claim for an extra £1 a week was rejected last month.

Large-scale fare increases will be inevitable as a result of the wage offers made to municipal busmen. These advances were expected to be ratified by the National Joint Industrial Council for the road passenger industry in London yesterday.

Transport committees all over the United Kingdom have given the matter much thought, and already some undertakings have made specific statements on proposed new fares to meet the cost of higher wages.

On Monday, Sheffield City Council agreed that the estimated costs of additional benefits to staff would be about £250,000 a year, and that this sum would have to be found out of revenue.

They have suggested that all fares up to and including 7d. should be increased by 1d., with the exception of the reintroduction of the 2d. fare for the half-mile journey. This is at present 2½d.

The cost to the Edinburgh undertaking is also estimated at £250,000, and will be the largest increase that it has ever had to face.

An official of Belfast Transport Department said last week that the increase in cost to the department would be about £18,000 a year. Improved conditions as a result of the offer would affect only a small proportion of the department's staff, he added.

On the advice of the negotiating committee of the Union, delegates representing 38,000 London busmen decided, on Monday, to accept the offer by London Transport of a pay increase of 10s. a week.

They coupled with it a request for an immediate meeting of the passenger trade group council to establish the terms of reference of a committee of inquiry into London Transport's road services.

Competition Allowed by 1930 Act

THE Road Traffic Act, 1930, did not state that there should be no competition between operators, said Mr. J. A. T. Hanlon, chairman, Northern Traffic Commissioners, at Stockton-on-Tees on Tuesday.

He was giving the Commissioners' decision to grant additional journeys on an express licence between Norton-on-Tees and the works of Imperial Chemical Industries, Ltd., Wilton, to Bee Line Roadways (Tees-side), Ltd.

Mr. Hanlon said that the objectors, Tees-side Railless Traction Board, Middlesbrough Corporation and United Automobile Services, Ltd., claimed that there would be abstraction. The question was, he said: "Does this constitute wasteful competition?"

The duties of the Commissioners were to prevent this, added Mr. Hanlon, and he justified the grant by saying that the application had features which distinguished it from the well-accepted principles.

The service had been operated for a number of years and employees at Wilton had increased from 2,500, in 1951, to 10,500, in 1959. I.C.I. were concerned at the increase of workers using private cars to get to work.

One witness, a shift worker at Wilton, said that he would stop working at such an inaccessible place if he had to make two or three changes of bus to get there.

Additional picking-up points, which were sought in Middlesbrough, were refused.

New Transport Companies

Miller Car Transport, Ltd. Cap. £100. Subs.: J. Herbert and T. A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

Herald Rice and Son, Ltd. Cap. £100. Dirs.: M. P. Marsden, 30 Liddell Street, Hull; D. M. Beal, 40 Thurstan Road, Beverley, East Yorks; R. Williams, 57 Carrington Street, Hull. Sec.: R. Williams. Reg. office: Yeowards Building, 3-4 Pier Street, Hull.

Joseph Rice and Son, Ltd. Cap. £3,000. Dirs.: F. D. Rice, 286 Linden Road, Gloucester; and D. J. Rice, Grassbanks, Barrow Hill, Churchdown, Glos. Sec.: D. J. Rice. Reg. office: 26 Hemsted Lane, Gloucester.

Tartan Arrow (Marine), Ltd. Cap. £10,000. Dirs.: J. C. Chester, Eden Roe, Thorpe Bay, Essex; D. W. Cooper, 166 Overton Drive, London, E.11; and J. Hyams, 13 Olivia Drive, Leigh-on-Sea, Essex. Sec.: J. Hyams.

A. and A. Haulage (Newcastle), Ltd. Cap. £2,000. Dirs.: A. Wilson, 40 Netherby Drive, Fenham, Newcastle upon Tyne, 5; and A. Burns, 66 Isabella Street, Newcastle upon Tyne, 4. Sec.: A. Burns. Reg. office: 66 Isabella Street, Newcastle upon Tyne, 4.

Sidney Hall, Ltd. Cap. £2,000. Dirs.: N. B. Hall and J. V. Hall, 25 Aecroft Road West, Prestwich, Manchester; and S. Hall, 31 Beckley Avenue, Prestwich. Sec.: J. V. Hall. Reg. office: 31 Beckley Avenue, Prestwich.

Marshall Coaches, Ltd. Cap. £1,000. Dirs.: J. Marshall and Mrs. E. M. Marshall, 297 Kensington Street, Bradford, 8. Sec.: E. M. Marshall. Reg. office: 5 George Street, Leeds Road, Bradford, 1.

Luke Roche, Ltd. Cap. £1,000. Dirs.: L. A. Roche and Mrs. N. M. Roche, 30 Plymouth Grove West, Manchester, 13. Sec.: Mrs. N. M. Roche.

Ken Moss (Transport), Ltd. Cap. £100. Dirs.: W. G. K. Seymour Moss and Mrs. F. Moss, The Old Brewery, Harrow Road, Wembley, Middx. Sec.: Mrs. F. Moss. Reg. office: The Old Brewery, Harrow Road, Wembley.

M. and J. Cadman. Cap. £1,000. Dirs.: N. Cadman and Mrs. E. B. Cadman, Briarholme, Edge Hall Road, Orrell, near Wigan. Sec.: T. Guy. Reg. office: 142 Liverpool Road South, Burscough.

Grove Garage (Haulage), Ltd. Cap. £1,000. Dirs.: B. K. Taylor, 21 Hazel Gardens, Edgware, Middx; Mrs. C. Taylor and Miss D. C. Taylor, 16 Orchard Drive, Edgware. Sec.: Ruth M. Taylor. Reg. office: 65 High Street, Edgware.

Spencer (Haulage Contractors), Ltd. Cap. £100. Dirs.: S. Goldhill, 25 Wren Avenue, London, N.W.2; H. A. Spencer and E. R. Spencer, 18 Milner Square, London, N.1. Sec.: E. R. Spencer. Reg. office: 69 Gloucester Place, London, W.1.

Merseyside Haulage, Ltd. Cap. £100. Dirs.: J. A. Burke, 40 Landale Mansions, Wicker Street, London, E.1; and J. Sim, 17 Merryton Avenue, Drumchapel, Glasgow. Sec.: J. A. Burke. Reg. office: 92 Commercial Road, London, E.1.

Douglas E. Ford (Coachworks), Ltd. Cap. £2,000. Dirs.: D. E. Ford, 10 Sickle Road, Haslemere, Surrey; K. J. D. Burrows and G. G. Burrows, Midhurst Road, Fernhurst, near Haslemere. Sec.: P. W. Smith. Reg. office: Midhurst Road, Fernhurst, near Haslemere.

Rally to be Held Despite Boycott

DESPITE the recommended boycott by the Passenger Vehicle Operators Association (*The Commercial Motor*, March 4), the Brighton Coach Rally will be held on April 23-24. Classifications for the concours d'elegance have been modified to enable the number of coaches in the individual classes to be more evenly balanced.

The four classes affected are those for vertical and underfloor-engined coaches seating not more than 37 passengers, and vertical and underfloor-engined vehicles for 38 or more. The starting point of the rally is again Victoria Coach Station, London. The organizing secretary is Mr. John Fielder, 3 Fleet Street, London, E.C.4.

MORE 40-M.P.H. LIMITS?

THE 40-m.p.h. speed limit, which has been tried in the London area, is likely to be widely adopted elsewhere, writes our political correspondent. The Departmental Road Safety Committee reported in favour of the limit on Tuesday, and the Minister of Transport is expected to initiate legislation during the next few weeks to enable it to be applied throughout the country.

The Committee said that the limit, when applied to roads previously unrestricted, reduced speeds and accidents. On roads formerly subject to 30 m.p.h. there was no appreciable change in speeds or accident rates.

NEW ROUTE WANTED

THERE was an outstanding need for a route linking East Anglia with the Midlands, said Mr. H. C. Chandler, chairman of the Eastern Area of the Traders' Road Transport Association at Cambridge yesterday. It was possible to drive from Ipswich to Northampton, he said, without encountering a by-pass, and the resultant heavy traffic caused dislocation to the commercial life of towns en route.

A new road plan for East Anglia, resulting from a survey undertaken by the Area, was presented to the annual meeting.

WHITLOCK INCREASE CAPITAL

THE share capital of Whitlock Bros., Ltd., Great Yeldham, Essex, has been increased by the addition of 1m. 5s. ordinary shares. The company, who manufacture earth-moving and agricultural machinery, have recently acquired adjoining land which increases the factory area to 30 acres.

A building - expansion programme is nearing completion.

FORD GO AHEAD ON MERSEYSIDE

THE Ford Motor Co., Ltd., announced on Tuesday that they had decided to proceed with their projected factory at Halewood, on Merseyside. The Government are stated to have offered the company substantial financial aid as compensation for the higher production costs on Merseyside, as compared with Dagenham.

Low-loader Weights Deliberately Omitted from Cook's Application

WEIGHTS of low-loading trailers had been purposely omitted from an application, it was admitted when Siddle C. Cook, Ltd., Consett, County Durham, successfully applied to transfer two 5½-ton tractors and trailers of 18 tons from the North Western Area to the Northern Area, at Newcastle upon Tyne, last week. For Cook, Mr. T. H. Campbell Wardlaw told Mr. J. A. T. Hanlon, Northern Licensing Authority, that the company were, however, prepared to say that the unladen weight of the trailers was not in excess of 20 tons.

In May, 1958, the applicants purchased the vehicles with special-A licences from Messrs. E. Hewart and Co., who carried on business in Chester, said Mr. Campbell Wardlaw. An application for special-A licences in the Northern Area was refused, and the applicants then rented, and eventually purchased, premises near Ashton-under-Lyne.

Their application to the North Western Licensing Authority, which was opposed by several objectors, was adjourned *sine die*, because it was considered that, as the vehicles were maintained and serviced at Consett, it would be better to have them consolidated on the main licence in the Northern Area.

Mr. A. W. Balne, for the British Transport Commission, who were objecting, told the Authority that no questions concerning base were involved. The applicants had used the vehicles in a manner which would have been consistent with their authorization in the Northern Area, and the matter therefore became one for the discretion of the Licensing Authority.

The reason they had asked for 20-ton trailers was because although the approximate weights were 18 tons, some special machinery required a fabricated base to enable it to be carried safely, said Mr. Siddle C. Cook, managing director.

This increased the weight of the trailer. They had purchased the vehicles and licences at a cost of £10,500 and had since purchased substantial premises, costing £2,000, in the North Western Area.

Pool of Vehicles

The trailers had not always been working with the tractors concerned in the application, said Mr. Cook. His company had a pool of tractors and trailers which were interchangeable, subject to authorization, he added. Mr. Hanlon was told that the makers recommended 30 tons as the hauling capacity of a 5½-ton tractor.

"That does not give you much scope if you have an 18-ton trailer," commented Mr. Hanlon, to which Mr. Cook replied that the maximum load of an 18-ton trailer was 40 tons.

"That is clearly beyond the capacity of the tractor," said Mr. Hanlon. But Mr. Cook explained that his company had often carried Centurion 40-ton tanks by double-heading the motive power.

He admitted that he had bought the special-A licences and the vehicles because his company wanted to increase their trailer strength and carrying capacity. Asked by Mr. Balne if he intended to use the trailers as tank-

transporters, Mr. Cook replied: "Occasionally."

Answering questions by the Authority about the company's facilities in the North Western Area, Mr. Cook said that they had done a certain amount of sub-contracting work from there. It was the intention of the company, if the applications were granted, to maintain their depot there.

Giving his decision, Mr. Hanlon said that he could not accept Mr. Balne's submission that the application was an accomplished fact. He was satisfied that the vehicles were being used in such a way that it made little difference where they were based.

He would note that the company had given an undertaking that the particular trailers would be used only as tank-transporters during the currency period of the licence.

Race-horses Require a B Licence

ALTHOUGH he had a vehicle on C licence, an applicant at Carlisle, last week, said that he did not realize that to carry race-horses to training grounds and race meetings he must have a B licence.

Mr. John Bowness, Church Rigg, Wigton, told Mr. J. A. T. Hanlon, Northern Licensing Authority, that he had nine horses under training, three of them his own. National Hunt meetings were frequently held at places which were difficult to reach by train. In winter he had to take horses to Silloth for training on the sands.

In reply to Mr. F. J. McHugh, for British Railways, who objected, Mr. Bowness said that he had no intention of asking for an A licence. The application was granted.

T.R.T.A. TRAFFIC OFFICER

THE post of traffic officer has been created by the London and Home Counties Division of the Traders' Road Transport Association. It was occupied on Monday by Mr. W. S. Clark, a retired inspector of the Metropolitan Police.

The post has been established because of the increasing number of local and other authorities who are asking the T.R.T.A. for their opinion on the likely effects of various traffic proposals upon commercial-vehicle operation.

An Operator Called Alice

AN applicant who interpreted the conditions of his licence differently from anyone else, was described by Mr. F. Williamson, chairman of the North Western Traffic Commissioners, at Manchester, last week, as a character from "Alice in Wonderland."

He was Mr. Harry Stott, a partner in Stott's Tours and H. Ramsden, Ltd., Oldham, who were applying for variations of their excursion and tour licences, including linking of originating points and increased vehicle allowances.

In spite of his so-called inexperience and ignorance of licensing, said Mr. Williamson, Mr. Stott read the conditions to his own benefit. He was a difficult witness and his attitude had gone a long way towards destroying his own case.

Mr. J. Backhouse, for the applicants, said the variations arose out of the Commissioners' proposals to restrict unauthorized linking. For many years, Oldham operators had indulged in passenger exchanges, whenever there was an overflow or insufficient bookings for a payload. Because of difficulties when Mr. Stott took over the Shearing licence in 1956, and continued to operate it as had been done in the past, he had been in trouble over irregularities concerning period returns and

vehicle allowances, and now sought to regularize matters.

Cross-examined by Mr. J. Booth, for British Railways, Mr. Stott said he had interpreted the wording of the additional vehicle allowance for Oldham holidays as being for the full fortnight, and not for Saturdays only.

Replying to Mr. F. D. Walker, objecting for North Western Road Car Co., Ltd., Lancashire United Transport, Ltd., W. C. Standerwick, Ltd., Yelloway Motor Services, Ltd., and other express operators, he admitted that figures produced by H. Ramsden, Ltd., were unreliable.

The existing vehicle allowance had not always been fully used, although bookings were available, because on occasion vehicles were let out on hire to Yelloway, which was more profitable. So far as linking was concerned, he was not prepared to accept that a vehicle used under both licences should count as a vehicle against each allowance.

Mr. Williamson commented that a shortage of vehicles to fulfil licence commitments because of hiring to other operators was not evidence of need for an increased allowance. With the exception of a number of alterations in picking-up points on the Stott licence, both applications were refused.

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Year-round Cooling-system Fluid

A NEW fluid for vehicle cooling systems has been put on the market in America by the Dow Chemical Co., Midland, Michigan, U.S.A. It is called Dowgard and is claimed to be the first fluid for this application which can safely be left in a cooling system for 12 months without detrimental effect to either the engine or radiator during both summer and winter months.

It is claimed, in fact, to be another step nearer the permanently sealed cooling system, which is considered in some quarters to be the ideal for liquid-cooled power units.

Dowgard is stated to protect against freezing, overheating, rust and corrosion, and consists of a blend of diethylene glycol, ethylene glycol, balanced inhibitors and specially treated water which is said to be purer than commercial distilled water.

The fluid is stated to give superior rust

and corrosion protection for all common cooling-system metals, including aluminium. Furthermore, it is compatible with rubber hoses, gaskets and so on.

It is simple to use. The cooling system, which has to be in first-class condition and thoroughly flushed before installation, is filled entirely with Dowgard, and the radiator filler cap is then fitted with a blue cover to prevent the system being interfered with during the course of the subsequent year.

A particular advantage of the use of Dowgard, compared with winter anti-freeze mixtures, is that, because the system is sealed, the quality of the water content remains uniform. With a normal anti-freeze solution, this is liable to be topped up in different parts of the country where the quality of the water may vary appreciably, and so components that can hasten corrosion or form deposits are introduced into the cooling system.

Micrograms . . .

Irish Agency: Small and Parkes (Ireland), Ltd., Dublin, have been made sole selling agents in Eire for Hardy Spicer, Ltd.

£750,000 Loss: Trams and trolleybuses in Colombo, Ceylon, lost £750,000 last year. The corporation wish to scrap the trams by July 1.

Tank Makers: The tank of the vehicle with Hendrickson rear bogie described in the March 11 issue was built by Messrs. Andrews Bros., Liverpool.

Experimental Roundabout: A suggestion for a roundabout in the centre of Taunton, using existing roads, is to be tried out for a month during the summer.

Motorway Inquiry: There will be an inquiry at Chiswick Town Hall on June 14 into the fixing of the line of the proposed motorway between Chiswick and Langley.

Bus Body Gift: A bus body has been given to the Sheffield School for Blind Children by the transport committee. It will be fixed in the grounds to teach children how to board and alight.

Final Meeting: The last meeting of the 1959-60 session of the Southampton centre of the Institute of Traffic Administration will be held at the Royal Hotel, Southampton, at 7.30 p.m. on April 4.

New Application: The Perkins Six 305 5-litre oil engine is now available for industrial use. It will make its first public appearance at the Mechanical Handling Exhibition, Earls Court, from May 3-13.

Thornycroft Sales: New Thornycroft distributors are Messrs. Morgan, Jenkins and Sons, Landybit, Ammanford, Carmarthen, Motor Plant Repairs, Ltd., Wellingborough Road, Earls Barton, Northants, and Franche Road Garage, Kidderminster, Wores.

Luxury Buses: Luxury versions of the Hungarian Ikarus 31.55 and 630 buses are to be equipped for long-distance travel to meet Russian specifications. The first model, with kitchen and washing facilities and a refrigerator, will be shown at the Budapest Industrial Fair from May 20-30.

Longer Journeys: Birmingham engineering workers, whose working week will be reduced by two hours from Monday next, have been warned by the transport department that their journeys to and from work will take longer. They will now be queuing at the same time as office and shop workers.

Israeli Assembly: Studebaker lorries of up to 7 tons capacity are to be assembled in Haifa, Israel.

New Look: New showrooms and workshops are being built at the disused Free-town Mill, Bury, which has been acquired by Joseph Cockshoot, Ltd.

Open Days: Open days will be held by the National Engineering Laboratory, East Kilbride, Glasgow, on June 15 and 16. Applications for invitations should be sent to the director.

Folkestone Deputation: Folkestone Corporation have been asked by the Traders' Road Transport Association to receive a deputation to discuss proposed bans on loading and unloading.

C-licensees Escape: Replies to a questionnaire issued by the Traders' Road Transport Association indicate that C-licence operators do not suffer thefts from their vehicles to the same extent as hauliers.

No Show: Although Kelvin Hall, Glasgow, had been provisionally reserved for the exhibition from November 3-24, the Scottish Motor Trade Association have decided not to hold a Scottish Motor Show this year.

Channel Bridge? M. Georges Galienne, president of the French Road Transport Association, last week proposed a bridge to cross the Channel to carry road and rail traffic. It would take four years to build, he said.

£1m. Engines: An order from Vanajan Autotehdas Oy, Finland, for 500 oil engines brings the value of A.E.C. contracts with Finland to more than £1m. in recent years. The company are Finnish distributors for A.E.C. and manufacturers of the Vanaja chassis.

Annual Meetings: The annual meeting of the Bournemouth, Poole and District Area of the Traders' Road Transport Association will be held at the South Western Hotel, Bournemouth, next Tuesday, at 7.15 p.m. The Southampton Area hold their annual meeting at the Albany Hotel, Southampton, on Wednesday at 2.30 p.m.

Guest Speakers: Mr. W. P. James, West Midlands Licensing Authority, and Mr. S. C. Bond, president of the Traders' Road Transport Association, will be guest speakers at the annual meeting of the West Midlands Division of the T.R.T.A., which will be held at the White Horse Hotel, Congreve Street, Birmingham, on April 11 at 2.15 p.m.

THE COMMERCIAL MOTOR

NEW COMMERCIAL VEHICLE EXPORTS

Type	January, 1963	
	No.	Value £
Goods vehicles, complete and chassis, assembled and unassembled	11,340	7,059,172
Motorbuses and trolleybuses, complete and chassis	419	651,984
Road haulage tractors	46	103,130
Other descriptions, complete and chassis	99	209,128
Dumpers and dump trucks	—	374,804
Industrial trucks	—	241,364
Trailers	709	283,580
Totals	12,613	8,923,162

1960 Exports Off to a Good Start

JUST as exports in the first month of 1959 set the trend for a good year, so may the shipment of 12,613 commercial vehicles—1,991 more than 12 months earlier—prove a significant augury.

Output of 35,183 vehicles in January represented a continuation of the high volume of production attained in the

PRODUCTION—JANUARY, 1960

	Jan.
Goods vehicles, tractors and special types	
Under 15 cwt.	17,264
15 cwt.—3 tons	6,780
3—6 tons	4,687
Over 6 tons	4,695
Totals	33,426
Passenger vehicles	
Motorbuses, single-deck	1,598
Motorbuses, double-deck	159
Trolleybuses	—
Totals	1,757
Grand Totals	35,183
Weekly average	8,796

previous four months, and an improvement upon the figure for the first month of 1959 of 8,862.

Details of output and exports appear in the accompanying tables.

MORE LIGHTS WANTED ON BIG LORRIES

THE display of more lights on large lorries was advocated by Mr. W. Proudfoot, M.P. for Cleveland, at the annual dinner of the Tees-side Sub-area of the Road Haulage Association at Redcar last week.

He said that, in the United States, lights were displayed along the sides of vehicles as well as at both ends. He looked forward to the day when legislation was passed in this country to increase the number of lights carried by lorries.

Mr. Proudfoot also said that there were not sufficient refrigerated lorries in Britain. There was a promising future for people engaged in this branch of haulage, he stated.

Should Criminal Records be Taken into Account by Authority?

IF it were against the public interest for hauliers who had been convicted for carrying stolen goods to be dealt with under the Road and Rail Traffic Act, 1933, why should the Act say that it could be done? This question was asked by Mr. J. A. T. Hanlon, Northern Licensing Authority, at Durham on Monday, when a haulier who is serving a three-year prison sentence for receiving stolen property was refused the grant of an A licence on expiry of a special-A licence.

Why the police had never appeared before the Authority—since the passing of the Act—to prevent stolen goods being carried by licensed vehicles was beyond his comprehension, said Mr. Hanlon.

If the police had not thought of it, he sincerely hoped they would do so. Other similar cases, which he would be dealing with, had come to light as a result of newspaper reports.

Mr. Hanlon observed that if a man applied for a licence to sell beer or for a hackney carriage and had a criminal record, the police were usually active in preventing him from obtaining a licence. In the past, they had never taken steps to see that an application by such a person for a goods vehicle was dealt with in such a way as to enable the Authority to take his previous conduct into account.

Inquiries into Conduct

The applicant, George Thomas, South Bank, Middlesbrough, first applied at Stockton in January, when his brother appeared before Mr. Hanlon. On being told that the applicant was in prison, in connection with the theft of non-ferrous metals, the matter was adjourned for inquiries to be made into the applicant's previous conduct as a carrier of goods.

Mr. Hanlon told Mr. T. H. Campbell Wardlaw, who represented Thomas, that inquiries revealed that a B-licensed vehicle belonging to Thomas had been used to convey the stolen metals for which he was convicted and sentenced to three years' imprisonment in April, 1959. Mr. Hanlon said that he ought to consider, under Section 6 of the 1933 Act, whether, in the public interest and having regard to the previous conduct of the applicant, he should take this into account when determining the application.

In order that the applicant should have an opportunity of showing why this should not be taken into account, Mr. Hanlon had taken steps to obtain a Home Office Order to enable him to appear.

The police officer who had been in charge of the case said that Thomas had been arrested on being found in possession of stolen metal to the value of £400. He had pleaded guilty. Thomas had had a similar previous conviction in 1952, when he was sentenced to three years' imprisonment.

Mr. Wardlaw said that the B licence, which concerned the vehicle, was not in issue at the moment, although it might be later. His client was serving a penalty for this crime and he felt that if this application were refused he would suffer another grievous punishment.

Giving decision, Mr. Hanlon said that it was not within his power to deal with

the B-licensed vehicle, which had carried the stolen property, but when the time came for its renewal, he would serve a notice on the applicant so that the matter might be taken into consideration.

The question of the police appearing in matters of this sort seemed to be an important one. If necessary, they should come forward and object to the granting of an A or B, or any sort of licence, for the carriage of goods by a person with a criminal record whose conduct had involved the carriage of stolen goods on licensed vehicles.

In his opinion, said Mr. Hanlon, Section 6 (2) (b) did apply to a case of this sort. The applicant had a previous conviction for receiving stolen metal and was not a fit and proper person to be granted a licence, under the 1933 Act. He refused the application.

VEHICLE SMOKE PROSECUTIONS

THERE were 72 prosecutions in the Metropolitan Police District last year, under the regulation which makes it an offence to use a vehicle which emits smoke.

This information was given by Mr. David Renton, Joint Under-Secretary of State for the Home Department, in a Parliamentary reply, last week, to questions on diesel smoke.

Asked if he would use his influence to persuade the police to take a more active interest in this matter, Mr. Renton said it was a matter for the Commissioner, who was "anxious to enforce the law in this respect."

Municipal Opportunities

Newport (Isle of Wight) Health Committee recommend that an S.D. refuse collector be acquired.

Liverpool Housing Committee recommend that Garlick, Burrell and Edwards, Ltd., supply two Bedford lorries.

Salford City Council wish to borrow £9,800 to buy four S.D. refuse collectors. The transport committee seek to obtain two B.M.C. tippers from the City Garage (Salford), Ltd.

Hull Telephones Committee have sanctioned the purchase of eight Morris vehicles. The transport committee advise that 10 new buses be bought next year. The works committee wish to acquire six Austin tippers from Cornelius Parish, Ltd.

Glasgow Corporation are to buy two Merryweather fire appliances, and a dual-purpose appliance from David Hayden, Ltd. The health committee have authorized the purchase of a Thames 5-cwt. van from the Croft Bodybuilding and Engineering Co., Ltd.

Blackpool Electrical Services Committee seek to buy two Austin tower-wagon chassis from Brown and Mallalieu, Ltd. The transport committee wish to purchase two Austin 101 vans from Brown and Mallalieu, Ltd., and two Morris LD1 vehicles from Williams Bros. (Blackpool), Ltd.

Bradford Welfare Committee wish to order a Commer 1½-ton van. The cleansing committee seek to obtain a Commer tipper and a van, and 11 Karrier refuse collectors from the Thornton Engineering Co., Ltd., also a Land-Rover and a Lolode trailer from E. Foulds, Ltd. The fire service committee wish to purchase a Thames 10-12-cwt. van from Hamilton and Bramall Motors, Ltd.

Labour Still Want Nationalization

THE manoeuvring now taking place within the Labour Party, with Mr. Gaitskell attempting to satisfy moderates and Clause 4 adherents alike, had resulted in the revival of a strong party view on the nationalization of road haulage, said Mr. R. N. Ingram, national chairman of the Road Haulage Association, at Southport last week.

The prejudice which was being displayed was fatal to any impartial survey of transport, and was particularly disappointing when uttered as a part of party dogma by Socialists with a wide knowledge of transport.

The free haulier was providing a useful service, with the highest standards of efficiency. Mr. Ingram described Clause 4 as "antiquated." The arguments in its favour could not be taken seriously. Voluntary co-operation in different fields of transport was different from integration between road and rail.

Charges that hauliers did not keep within the law regarding hours of work ignored the difficulties of the employer. Mr. Ingram added that it was nonsense to suggest that the misdeeds of the few should be made the excuse for liquidating the many.

No offence was punishable by nationalization: nor should the Socialists be allowed to condemn the complete industry.

COMPULSORY WINDING-UP

IN the Chancery Division, on Monday, Mr. Justice Buckley ordered the compulsory winding up of Hands Transport, Ltd., Clements Road, Yardley, Birmingham, on the petition of Thomas Allen, Ltd., Hermitage Wall, Wapping, London, E.1. It was based on a trade debt of £3,569, and Mr. Richard Sykes, for Thomas Allen, Ltd., said that there were no notices of opposition or support.

The Hands company did not appear and were not represented.

Torpoint Urban District Council require a 3-ton tipper.

Bournemouth Borough Council require a cesspool emptier.

Birmingham City Council wish to buy 12 ambulance bodies.

Durham County Council require a Bedford lorry and a Land-Rover.

Belfast City Council require three refuse collectors and a gully-emptier.

Worcestershire Highways Committee seek to obtain a Thames 7-cwt. van.

Fareham Urban District Council wish to obtain a 3-4-tonner and two Dennis Paxits.

Margate Parks Committee are to obtain quotations for the supply of an Austin 3-tonner.

Dunbartonshire County Council seek tenders for the supply of an S.D. refuse collector.

Northamptonshire Fire Brigade Committee are to buy three appliances from Messrs. A. E. Smith and Son.

Loughborough Corporation are advised to buy a Karrier Bantam refuse collector from R. Cripps and Co., Ltd.

Sheffield City Council are advised to purchase eight Thames 5-ton and six 3-ton tippers from Autoways (1931), Ltd.

Smethwick Borough Council are recommended to acquire a Morris 5-6-ton tipper from E. E. Brown and Co. (Smethwick), Ltd.

Ayr Water Committee have authorized the purchase of a Land-Rover. The corporation are to acquire a Thames 5-cwt. van.



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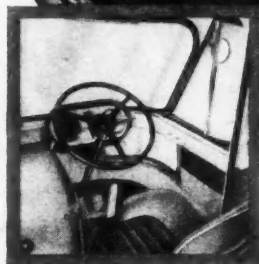
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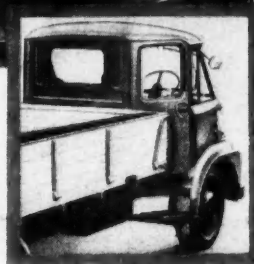
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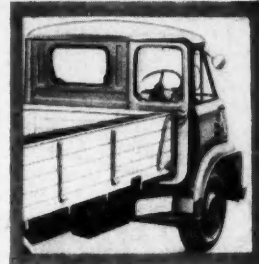
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Safety door open

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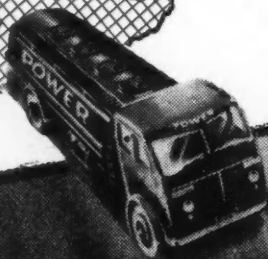
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Glasgow Fair Express Refused

AN unsuccessful application to run an express service between Glasgow and Eyemouth, during the period of the Glasgow Fair, was made at Glasgow last week by Mr. William Blackie, Eyemouth.

Mr. Blackie admitted that he had been running the service for five years without holding a licence. He stated that about five years ago he had received a request from a commercial traveller in Baillieston to take him and his friends by bus from Glasgow to Eyemouth. Mr. Blackie said that he had hired the bus for what he considered was a private party. He was unaware that he had been breaking the law.

Adequate facilities were available, claimed Mr. Farrell, who appeared for the objectors, Scottish Omnibuses, Ltd. A new service would skim the cream off the Glasgow traffic, it was stated.

Giving decision, Mr. W. F. Quin, chairman of the Scottish Traffic Commissioners, said he would disregard the illegal operation, but would make no grant.

He did, however, grant the applicant a licence to run a tour between Eyemouth and Ingleston during the Royal Highland Show. If satisfactory, a continuation could be applied for, said Mr. Quin.

SCOTS DRIVERS PRESS FOR 40-HOUR WEEK

CLAIMS for a 40-hour working week with a "living wage" were renewed at the annual conference of the Scottish Horse and Motormen's Association, at Edinburgh last week.

Because the "speed of the times" was catching up with drivers, they were no longer capable of carrying on their jobs after reaching ages between 40-45 years, said Mr. Alec Kitson, general secretary. The retirement age for drivers was in the middle fifties 30 years ago, he added.

The working day should be reduced from 11 hours to 10, he stated.

Hauliers were taking advantage of the new motorways by cutting schedules and forcing drivers to travel at excessive speeds, said Mr. Kitson, when the conference closed.

Referring to an instruction by British Road Services that anyone using M1 should travel at 40 m.p.h., he said that his executive considered that 30 m.p.h. was fast enough for any commercial vehicle.

NEW MAINTENANCE BRANCHES

LOCAL branches of the Northern Vehicle Maintenance Committee, formed following the suggestion of Mr. J. A. T. Hanlon, Northern Licensing Authority, are being started in Carlisle, Penrith and other places in Cumberland and Westmorland.

Mr. H. Pickthall, Cleator Moor, and Mr. L. Bell, Carlisle, have been nominated to serve on the committee by the Western Section Functional Group of the Road Haulage Association.

Mr. Pickthall has succeeded Mr. J. Mallinson, of Walton, Carlisle, as chairman of the Livestock Functional Section.

40 Unlicensed Lorries Working on New Doncaster By-pass

AN admission by Spa Haulage, Ltd., Northampton, that they had started using 40 unlicensed vehicles for work on the new Doncaster By-pass, brought a severe reprimand from Mr. J. H. E. Randolph, Yorkshire Deputy Licensing Authority, at Leeds on Monday. He warned them that proceedings might be taken against them.

On behalf of the company, Mr. W. A. Goodier, their general agent, asked for 40 vehicles on contract-A licence to George Greenland and Sons, Ltd., Halifax, to carry road construction materials. Greenland were not represented, but Mr. Goodier stated that they had guaranteed to employ each vehicle to the value of £90 a month.

Ten of their vehicles were on C licences which had been issued by the

utilized and that a genuine contract did exist.

The application had been made by Spa Haulage on March 3, but the contract had been drawn up to run from March 1, 1960, to February 28, 1961. A prima facie case had been made out, but it still had to be decided whether or not the applicants were fit to hold a contract-A licence. Public need was paramount in this case, and on this basis the licence was granted, but, said Mr. Randolph, the applicants had no excuse for infringing the licensing laws.

Two applications were then submitted by Mr. D. Howe and Mr. R. J. Smith, both for contract-A licences with D. A. Stevenson, Ltd., Birmingham, for the carriage of household fuel. Three vehicles were involved, and investigation revealed



This view of the new A.E.C. Marshall 6x4 chassis described in "The Commercial Motor" last week shows the parallel chassis frame permitted by the rubber-sprung rear bogie. The 20-ton-gross vehicle is intended primarily for export.

East Midland Authority. All the vehicles had been carrying shale for some time, without any sanction. At this point, Mr. Goodier was told that he need say no more on this matter—it might be taken down and used in evidence.

Mr. Randolph observed that there had been some disturbing trends in the haulage industry concerning owner-drivers who had obtained vehicles for construction work through hire-purchase companies. He realized this work was of national importance, but for the sake of other operators the licensing laws had to be observed. He was, however, satisfied that the Spa Haulage vehicles would be exclusively used by Greenland, that they would be fully and economically

that one lorry belonging to each owner was on C licence issued by the East Midland Authority to Spa Haulage.

Mr. Smith said that his vehicles had been working for Spa Haulage on road construction until February 6, 1960. He had been an owner-driver and had been responsible to a hire-purchase company for his vehicles.

He said that he knew nothing about one vehicle still being licensed to Spa. Now the road construction work had ended he wanted to enter coal haulage. The vehicle had always belonged to him via the hire-purchase company. The representative of Spa Haulage had left the court by this time and it was impossible to recall Mr. Goodier.

A licence for one vehicle was granted to Mr. Smith, but Mr. Randolph said that nothing could be done about the other two licensed to Spa Haulage. Mr. Howe, who sought one vehicle, was in a similar situation to Mr. Smith, and both men should contact Spa Haulage to explain the situation, added the Authority.

The East Midland Authority would have to be asked to strike two vehicles off the Spa Haulage licences in that area.

PROFIT AND LOSS

Oswald Tillotson, Ltd., £18,089 net profit after £18,650 tax. Year's dividend 5 per cent.

Car Mart, Ltd., £235,750 net profit after £292,672 tax. Year's dividend 32½ per cent.

Potteries Motor Traction Co., Ltd., £196,352 net profit after £119,634 tax. Year's dividends 7½ per cent. tax free.

Ford Motor Co., Ltd., £19,780,841 group net income after £14,158,000 tax. Year's dividends 3s. 6d. per share. Total sales, £233m. Vehicles sold, 472,857 (236,690 home, 236,167 export).

N.C.B. "Connived" in Overloading Buses, Commissioners Told

ALLEGATIONS that the National Coal Board had "connived" in overloading buses were made at Newcastle upon Tyne, last week, when the Northern Traffic Commissioners resumed the hearing of an application to run miners' services, by Mr. Norman O'Hara, Spennymoor, County Durham (*The Commercial Motor*, February 19).

Licences held by Mr. O'Hara and his co-operator, Mr. Albert Cadman, for express services between Bishop Auckland, Spennymoor, Binchester and Chilton Colliery, were the subject of a dispute between them. This was over a condition making them jointly and severally responsible for maintenance of the services. Mr. O'Hara sought deletion of the condition; Mr. Cadman opposed this.

The application had been adjourned at the request of Mr. T. H. Campbell Wardlaw, for Cadman, following a statement by Mr. A. G. Mein, legal adviser to the Durham Division of the Board.

Mr. Mein had said that in view of the difficulties experienced and the evidence during the hearing, the Board would "almost certainly" terminate their contract with Mr. Cadman and be in a position to offer the whole of the service to Mr. O'Hara.

Asked about the present position, Mr. Wardlaw reminded the Commissioners that at the original hearing Mr. O'Hara had suggested that each licence-holder should be responsible only for his own portion of the services. Mr. Cadman had not objected to this, he remarked.

Since that time, Mr. Cadman had received a letter from the industrial relations director of the division terminating his contract from March 31.

The situation confronting Mr. Cadman was now grave, said Mr. Wardlaw. The capital value of the business, assessed at about £5,000 and representing the whole of Mr. Cadman's life's work and savings, was now in jeopardy.

Complaints in Correspondence

Reference to complaints had been made in correspondence. His instructions, said Mr. Wardlaw, were that such complaints had all emanated from Mr. Cadman, and were directed to the fact that the Board were requiring him to carry—or if not requiring certainly conniving in his carrying—passengers in excess of permitted numbers.

Mr. Cadman had asked "time and again" for authority to operate another bus, but without success. At times there had been as many as 60 passengers carried on a 40-seat bus.

For Mr. O'Hara, Mr. J. L. R. Croft said that the matter had got a little out of perspective. By his application, Mr. O'Hara said that under the terms of his licence he was responsible not only for his own part of the services but also for the part supposed to be operated by Mr. Cadman.

He had been prepared to accept that so long as Mr. Cadman was in the district. Evidence was that Mr. Cadman now lived in Ilkley.

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Mr. O'Hara had discovered this when he was told by a Mr. O'Neill that he was now the proprietor of the Cadman business. Mr. O'Neill had not applied for the transfer of the road service licences, and the Board had reported the matter to the Commissioners. Mr. O'Neill had still done nothing about licences.

It was not right that Mr. O'Hara should be responsible for the failure of an "absentee landlord" to observe the conditions of his licences, said Mr. Croft.

The situation was "most extraordinary." Mr. O'Neill, now, apparently, said to be the manager, was the sole person in control of the funds. Cash was banked in the name of "Cadman's Coaches," but Mr. Cadman had no right to sign cheques or to interfere with the account.

"Somewhat Colourable"

The Commissioners might well think that there had been a sale by Cadman to O'Neill, but, when inquiries were made, it was found that O'Neill had not been able to raise the necessary money to complete the purchase, and this "somewhat colourable transaction" was thought out.

It was unreasonable that Mr. O'Hara should be asked to be responsible for the other half of the services, said Mr. Croft.

Announcing their refusal, Mr. Hanlon said that the Commissioners were concerned with two matters only: Was there a need for the services? Were there licences in existence which covered the need?

It seemed that there were licences in force; and if subsidies were to be paid by way of contract by the Board or any other parties, the determination or otherwise of the contract was a matter between the parties concerned. The Commissioners felt they should not take any action.

Mr. Hanlon added that the Commissioners were in absolute agreement on the question of "joint and several licences." They did not think it right that such licences should be issued. It was a matter for the operators, and if they did accept such a condition on a licence, they did it at their peril.

£3,274 FOR BUS OWNERS

ASUM of £3,274 was awarded to Manchester Corporation last week for damages to a bus and the loss of its use following an accident. The local Assizes judge held a car driver responsible for the mishap, in which the bus hit the car and fell 12 feet into the basement of a burnt-out building.

A man was killed and several passengers were injured. The judge held that the car driver did not see the traffic lights or mistook their colour.

Duple's Profits Argued in Court

TWO different ways by which the profits of Duple Motor Bodies, Ltd., could be computed were discussed in the Court of Appeal last week.

The Inland Revenue Commissioners were appealing against a decision of Mr. Justice Vaisey in July, 1959. He had upheld the company's contention that the direct-cost method should be applied. This involves only the cost of materials and labour.

The Commissioners argued that the on-cost method, which adds a proportion of indirect overhead expenditure, should be employed.

Mr. F. N. Bucher, Q.C., for the appellants, said that one method had to be decided under the Income Tax Acts, for otherwise two companies in an identical position could have different calculations for tax.

Giving decision, the Master of the Rolls upheld Mr. Justice Vaisey's judgment and dismissed the appeal with costs. Lord Justice Harman and Lord Justice Pearce agreed. The Court, however, avoided laying down a general principle that either of the two methods was always to be employed.

Leave to appeal to the House of Lords was refused, but it was recommended that this be sought from the House itself. Mr. Bucher said that the House would be asked to decide on a general principle to cover the situation.

GUY WITH G.M.C. ENGINE

ATRACTOR being assembled in Australia by the H.D. Truck Manufacturing Pty., Ltd., Sydney, is based on Guy Invincible Mark II components, but has a G.M.C. 4-71 four-cylindered two-stroke oil engine, developing 152 b.h.p. at 2,300 r.p.m.

The vehicle, known as the H.D., looks like a Guy in that it has the standard Invincible part-plastics cab and Guy front axle and double-reduction rear unit. A 12-speed gearbox is fitted and the maximum permissible train weight is 30 tons.

The H.D. sells in Australia for £A5,992 (£4,794).

SUCCESS IN UGANDA

TWO-THIRDS of the 626 new lorries registered in Uganda last year were of British manufacture. The most popular makes were Bedford, with 161, Mercedes-Benz, 114, and Austin, 99.

Nearly half of the 625 vans registered were of Continental manufacture. Peugeot topped the list with 188. British Ford claimed 77 sales.

ORDERS FOR GARDNERS

ORDERS for 74 passenger vehicle chassis, specifying Gardner 6LW and 6LX engines, have been placed by Lancashire United Transport, Aldershot and District Traction Co., and Wolverhampton Transport Department. The orders are shared by Dennis Bros., Ltd., Guildford, and Guy Motors, Ltd., Wolverhampton.

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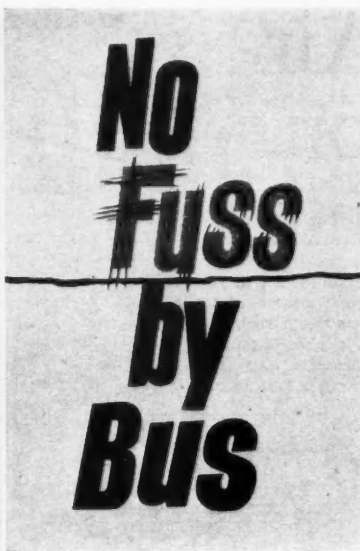
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The Tilling Group of bus companies of the British Transport Commission are placing much importance on advertising at present to attract more passengers. These are three examples from a new range of posters now being displayed on vehicles.

West Country Needs Better Roads

BBETTER roads for the West Country. That is the aim of Mr. F. M. Bennett, Conservative M.P. for Torquay. Speaking at a dinner of the Newton Abbot and Torbay sub-area of the Road Haulage Association in Torquay last week, he said he suffered as much as anyone from inadequate West Country roads—particularly in the height of the tourist season. He hoped for positive results from representations which were being made to the Minister of Transport.

Referring to past threats of the Socialists to nationalize the road haulage industry, Mr. Bennett said: "I don't think we need worry too much about that, because I do not see much prospect of them being able to put it into operation—at any rate, not in the near future."

HYDE PARK WORK IN MAY

IT is expected that work on improvements at Hyde Park Corner, London, will begin on May 1, following London Town Planning Committee's acceptance, last week, of the £3m. tender by the Cubitts Fitzpatrick Shand group. The scheme should be completed in 28 months.

Balfour, Beatty and Co., Ltd., are to excavate the duplicate Blackwall Tunnel, work which will involve shifting 80,000 cubic yards of material. This will begin next month and be finished in 42 months.

RAIL-TO-ROAD PLAN

NORFOLK County Council have submitted a scheme to the Ministry of Transport for the conversion of 22 miles of the former Great Northern Railway line into roads.

The scheme is estimated to cost £871,000 against £1,132,000 for improving the present roads to meet traffic needs.

Public Should be Able to Sue Authorities

THE public should have the right to sue local authorities for failing to maintain roads in good condition. This is the contention of the General Council of the Bar, in a statement issued last week.

The council propose to sponsor a reform of the law which they say would be a contribution by the Bar to a reduction in the number of road accidents.

The present position, whereby local authorities can be sued only for carrying out repairs badly, has become established by long usage, says the council, but it remains the target of almost universal criticism.

GRANT FOR BRISTOL INNER RING

THE Ministry of Transport are expected to make a grant, in the financial year starting in April, towards the cost of completing Bristol's inner ring road—from St. James' Barton to Wellington Road.

Disclosing this in Parliament, last week, Mr. John Hay, Joint Parliamentary Secretary to the Ministry of Transport, said the Bristol scheme was one of a number of road developments on which £105m. was to be spent in the coming financial year.

WORK ON MOTORWAY SOON

CONSTRUCTION of the second part of the Birmingham-South Wales motorway is to start shortly. It will be a 12½-mile stretch from the southern outskirts of Birmingham to a point approximately a mile north of Warndon, Wores. Work is expected to be completed in 18 months.

The new road will relieve heavy traffic congestion in Bromsgrove and involve the construction of 14 bridges.

£100,000 Station: Plans to Go On

PLANs for a £100,000 new bus station at Ilkeston, Derbyshire, are not to be held up by a woman, whose house is on the proposed site, demanding £20,000 compensation. The council are going ahead with a compulsory purchase order against her, and have decided to take immediate steps about acquiring a further 2,322 sq. yd. of land.

Miss Mabel Shaw, of South Street, Ilkeston, has declared, however, that she will fight any proposal to compensate her with other than full market price for her home.

Ilkeston, midway between Nottingham and Derby, is served by four companies operating stage-carriage licences. At present their services terminate on the open market-place, but Saturday market day causes termini to be distributed in side streets.

ULSTER BOOKINGS UP

ADVANCE bookings for holidays in Ulster were nearly 100 per cent. higher than last year, the traffic manager of a British coach operating company has told officials of Ulster Tourist Board. He qualified his remarks, however, by adding that transport charges by the Ulster Transport Authority were so heavy that his company were offering cheaper tours to the Continent.

Both the Sheffield United Tours and Frames concerns are to ship their coaches to Northern Ireland. The vehicles will collect passengers from the airport, and provide transport for the rest of their stay.

£54,000 GEARBOX ORDERS

ORDERs to the value of more than £54,000 have been received for the new David Brown 657 six-speed gearbox since it was announced a month ago.

Low-cost Air Suspension By Dunlop

INCORPORATING conventional air-spring units, a system has been developed by the suspension department of the Dunlop Rubber Co., Ltd., Foleshill, Coventry, to replace the standard rear springs of 30-cwt.-7-ton chassis without major modifications to the existing frame members.

An important feature is the use on each side of a "flexible beam" as a reaction member in the form of a high-periodicity leaf spring with a single shackle or pivot.

In a typical case of a conventional 7-ton chassis, the existing front hanger bracket is replaced by a deeper bracket on the same vertical centre-line, and the axle is located above the beam in the original position relative to the hanger.

The beam is extended to the rear of the axle a sufficient distance to accommodate the air spring, which may be of the bellows type or a Dillow combined rolling-lobe-and-bellows spring. There is no rear shackle, and the only additional reaction member is a Panhard rod.

The sole purpose of employing a flexible beam is to increase roll resistance by a simple means that dispenses with an anti-roll bar or other form of roll-stiffening device. Flexibility of the member plays no part in the suspension of the vehicle unless there is a lateral transference of load.

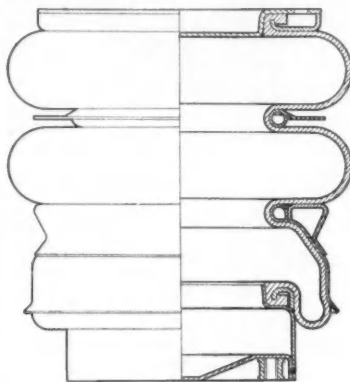
By fitting a flexible beam having a periodicity double that of the semi-elliptic leaf spring it replaces, the same roll resistance is provided. Moreover, a beam built of standard spring leaves can be constructed at a lower cost than a conventional box beam. The high periodicity of the beam enables thick leaves to be used. Full flexing is infrequent, and it should have an indefinite life.

Main Objectives

The system also avoids the use of flexible axle mountings. One of the main objectives of the Dunlop company in developing the suspension was to facilitate its fitting to chassis on the production line as an optional alternative to standard springs. Details of the layout for a 7-ton goods chassis indicate the simplicity of the modifications required.

Apart from special front hanger brackets, changes to the main frame structure comprise the addition to the side members of fitch plates of a length approximately equal to that of the beams. On one side the fitch plate also provides an anchorage for the Panhard rod, the inner end of which is attached to a bracket on the axle.

No marking off or extra drilling is required, and installation is performed without welding. In this application, each flexible beam has 11 leaves forward of the axle, six of which are extended



Simple Design Widens the Potential of Pneumatic Springing: No Major Chassis Modifications Required to Install It

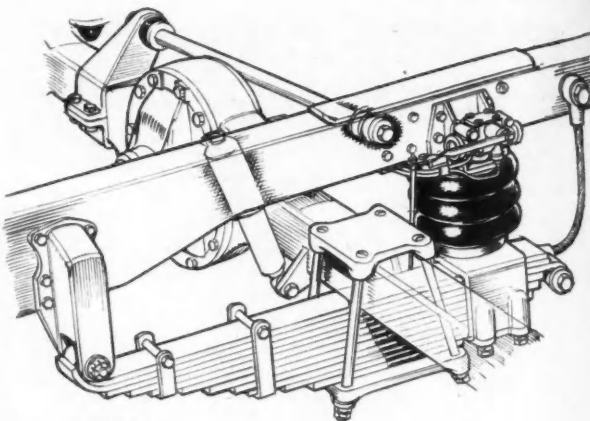
to the rear for mounting the air spring. An adapter U-bracket is fitted between the axle and flexible beam, and although the same spring seats are used the clamping plates are of a modified type.

Each air spring is located between a mounting bracket on the beam and a bracket on the frame, to which the levelling valve is also attached. Two rebound slings are fitted between frame brackets and eyes at the ends of the third leaves of the flexible beams.

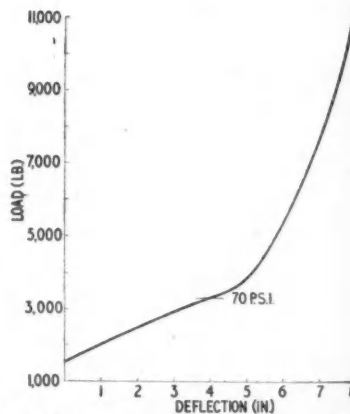
Existing brackets are employed for mounting the telescopic dampers, which are of a modified type to accommodate the particular characteristics of the air springs. Bump rubbers employed are softer than normal, and their action blends with that of the air springs.

In one goods-vehicle application the triple-convolution bellows operate in conjunction with small surge compartments formed in the bracket castings to give a periodicity of 100 c.p.m., which is about the lowest frequency that is practical for this type of vehicle when leaf springs are fitted at the front.

Equipped with a similar system having Dillow air springs, the suspension of a



Designed for easy installation on the vehicle makers' production line, the new Dunlop system (above) incorporates flexible beams in the form of leaf springs. These provide the roll resistance of a conventional system without an anti-roll bar. (Left) A Dillow combined rolling-lobe-and-bellows spring can be used if a particularly low frequency is needed. This can provide 70 c.p.m.



The load-deflection curve of a Dillow triple-convolution spring with a static height of 10 in. shows that the spring rate is constant until a critical deflection is reached, and that it then changes to a higher constant rate.

coach chassis has a periodicity of 80 c.p.m. The rolling-lobe section of this spring is combined with a double-convolution bellows, and the unit is employed without a surge tank unless an unusually low periodicity is required. Single-convolution bellows are also available.

The Dillow or rolling-lobe air spring was developed by Dunlop in preference to the diaphragm type to enable a short-stroke system to be employed and to give a long working life. The springs can be produced at approximately the same cost as the bellows type with a surge tank, and can provide frequencies as low as 70 c.p.m.

Although there is a variation between laden and unladen frequencies, it is small.

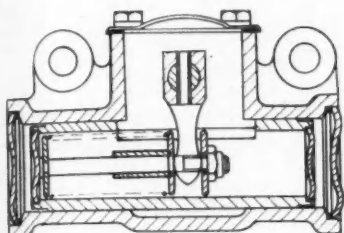
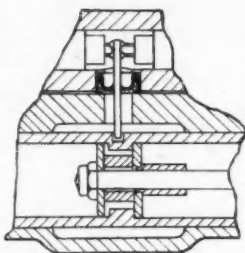
A particular feature of this system is the valve control mounted in a pivot as well as replacing mechanism. operation of valve has been replacing the spring for piston as helical

In a typical c.p.m. con frequency c When a spring a self into the rol

The cat-wal this A.E.C. Major 4.00 is made aluminium. will not cre overcomes cerned with of inflam

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A particularly interesting feature of the control system is the use of an air-valve control lever which is mounted in a rubber holder (right). This forms the pivot as well as a seal, and replaces a complicated mechanism. (Below) The operation of the levelling valve has been improved by replacing the torsion-rod spring for the hydraulic piston assembly with a helical coil type.



In a typical case, a laden frequency of 90 c.p.m. compares with an unladen frequency of 100 c.p.m.

When a load is initially applied to the spring a self-sealing piston moves upwards into the rolling-lobe section, the effective

skirt ring, and additional deflection is accommodated by the bellows section. An increase in load expands the bellows and the effective area of the unit, thus raising the rate of the spring when deflection exceeds a critical limit.

This favourable characteristic of the system is shown in the load-deflection curve of a Dillow 10-in. triple-convolution spring having a static height of 10½ in. It will be seen that the rate remains constant until the deflection exceeds a critical limit, and that it then increases to a higher constant value for the remainder of the deflection curve.

Although the operating principle of the latest Dunlop levelling valve is similar to that of the former type, various improvements have been introduced

diameter of which remains substantially constant by virtue of the restraining action of a bell-mouthed contour plate or skirt. The shape of the skirt can be varied to modify the spring characteristics to meet individual requirements.

With further movement of the piston, the rubber of the clamping ring makes contact with the

which enable the restrictor valve to be adjusted more accurately and this gives a longer working life.

By increasing the size of the orifices in the hydraulic damping section of the unit, and the volume of oil that is displaced with movement of the piston, the flow of oil can be varied to cater for particular needs within precise limits.

In place of the torsion spring incorporated in the original design to provide delayed action of the air valve, a helical-coil spring is now used which is more reliable and cheaper to produce. An operating lag of 8-15 sec. is normally employed.

Of particular interest because of its simplicity, the modified air-valve operating lever is bonded to a rubber mounting which forms the pivot as well as a seal. The lever is operated by the piston sleeve at its inner end, whilst its outer end actuates the air valves. Known as a pivot-seal, the unit replaces a far more complicated spindle-and-lever system.

A notable feature of the modified air-valve system is the use of fluted-nylon thrust pins, the flutes of which act as air passages. Nylon is also employed for the body of the air-valve section, which affords the advantage that the body and valve seats can be moulded in one piece.

The cat-walk surmounting this A.E.C. Mammoth Major 4,000-gal. tanker is made of expanded aluminium. The material will not create sparks, and overcomes a problem concerned with the transport of inflammable liquids.



Expanded Metal Has Many Applications

aluminium, brass, copper, stainless steel, gold, silver and platinum. Nylon and p.v.c. plastics are also subjected to similar treatment for a variety of uses.

In this respect the manufacturers, such as the Expanded Metal Co., Ltd., 16 Caxton Street, London, S.W.1., claim that expanded sheet material is cheaper than woven wire mesh—and has the added advantage of being fray-resistant.

Probably the most common use of expanded metal in commercial vehicles is for radiator grilles. Air-intake covers of expanded metal are made in large numbers by Coopers Mechanical Joints, Ltd., Abergavenny.

The material is also used in the constant war against petty pilfering and many Morris 5-cwt. vans run by G.P.O. engineers have a grille behind the driver's seat to prevent the loss of small tools. It has saved much expense and trouble.

Several years before expanded steel fencing was used as an anti-dazzle medium on M1, the principle of diffusing light by angled mesh had been exploited in a different way. Designers had been alarmed by the amount of wind resistance caused by external sun visors.

They wanted a visor which effectively blocked overhead rays but did not trap the wind. The problem was answered by

the employment of expanded metal, which was even more advantageous because it allowed greater visibility than a sheet steel visor, and eliminated shadows inside the vehicle.

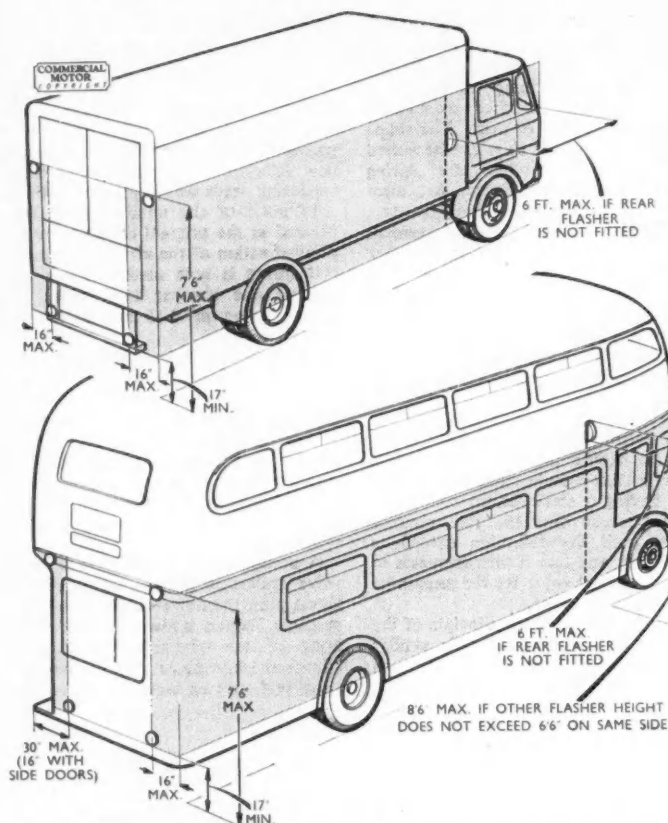
Vauxhall Motors, among other manufacturers, now fit non-slip expanded metal to cab steps and door sills in Bedford vehicles, in place of rubber mats, which were inclined to lift and cause potential danger.

Facing a similar problem were manufacturers of tankers. They had, in many cases, to provide a cat-walk along the top of the tank, but it had to have a non-slip surface, and, even more vital, be made of material which would not cause a spark and ignite highly inflammable loads. The solution came in the form of heavy-gauge expanded aluminium.

Easy forming qualities of the material from the sheet have aided the bodybuilder in the construction of insulated vans. Two layers of expanded metal, supported by a wooden frame, have been used to encase insulating material, such as glass-wool. This base has been hidden by outer and inner skins.

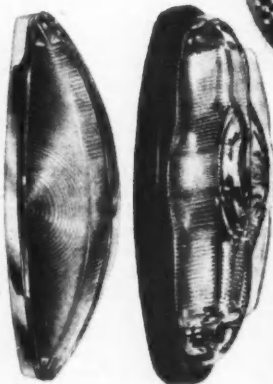
In a rather different application the material has been used to form the basic shape of car bodies. This is then covered with glass-fibre to produce a plastics body. Commercial bodybuilders are expected to adopt this technique.

Expanded-metal rectangles of 4-in. mesh, measuring 2 ft. by 1 ft., have been successfully used to enable heavy vehicles to gain their freedom from icy patches.



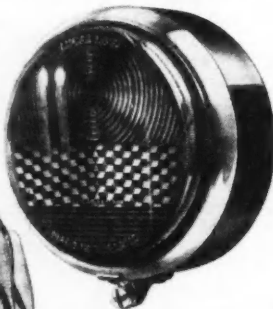
(Above) This diagram shows the areas within which flashing direction indicators may be fitted. Placing of lamps on trailers and semi-trailers follows similar lines. Vehicles not exceeding 2 tons unladen and trailers with fewer than four wheels need lamps with a minimum area to front or rear of $3\frac{1}{2}$ sq. in.; other vehicles require lamps 12 sq. in. in area.

(Right) The Lucas 567 lamp has a lens diameter of $4\frac{1}{16}$ in. and is supplied with either red or clear lenses. Red-lensed models combine tail and stop lamps. Both types of lens incorporate reflex reflectors.

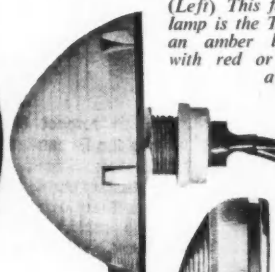


(Above, left) The C.A.V. L568 blister lamp. (Above, right) The P.M.G. 515 presents $12\frac{1}{2}$ sq. in. front and rear. (Right) The Raydyot BL8 two-lens unit.

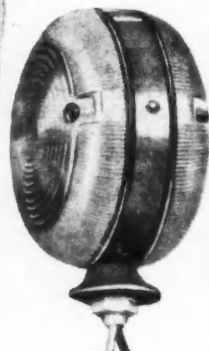
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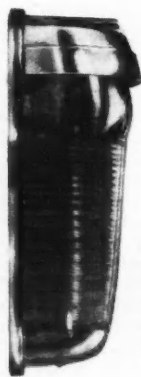
(Left) This flush-fitting circular lamp is the Tex FA110. It has an amber lens, but versions with red or clear lenses are available.



(Below) Another circular flush-fitting lamp is this Butlers 1595 unit. Red or amber lenses are offered.



(Left) The metal hood of the Trico CL 102-A prevents sunlight from shining through the lens to make false signals. (Right) The triangular Klaxon BL 5 unit.



FLASH TO BE C

A LARGE number of commercial vehicles carry flashing direction indicators, and the choice of different types available on the British market is wide. Much of this equipment is listed and illustrated on these pages, but the lamps must be fitted correctly, as laid down in the 1957 Construction and Use Regulations (No. 359). A copy of these costs 6d. from the Stationery Office and gives the legal requirements concerning size and positioning.

Future developments may include a unit to flash all lamps in case of an emergency—as used in the U.S.A.—and a dimmer to cut dazzle at night.

MANUFACTURERS AND CONCESSIONAIRES

Brenner: L. F. Brenner, Ltd., 235 Halfway Street, Sidcup, Kent.

Butler: Butlers, Ltd., Grange Road, Birmingham, 10.

C.A.V.: C.A.V., Ltd., London, W.3.

Carello: Brovex, Ltd., Vincent Lane, Dorking, Surrey.

Durite: Gordon Equipments, Ltd., 14-18 Kings Place, Buckhurst Hill, Essex.

Frankmann: N. Frankmann, 3 Galway Grove, Wigan, Lancs.

Hella: R. C. Jones (East Acton), Ltd., Santon House, Old Oak Common, London, W.3.

Klaxon: Klaxon Ltd., 76 Jermyn Street, St. James's, London, S.W.1.

Lucas: Joseph Lucas, Ltd., Great King Street, Birmingham, 19.

Perei: L. E. Perei Auto Devices, Ltd., Hanworth Road, Sunbury-on-Thames, Middx.

P.M.G.: P.M.G. Thorpe, Ltd., Springfield, Yeading, Yorks.

Raydyot: James Neale and Sons, Ltd., Graham Street, Birmingham, 1.

Rubbolite: Flexible Lamps, Ltd., Rubbolite House, Centre Drive, Epping, Essex.

Tex: Magnatex, Ltd., Bath Road, Harlington, Middx.

Trico: Trico-Folberth, Ltd., Great West Road, Brentford, Middx.

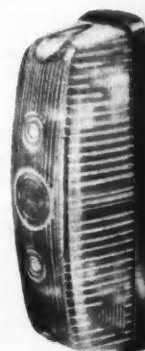
Simms: Simms Motor Units, Ltd., East Finchley, London, N.2.

(Right) The B371 has a in. long. The Rubbolite is for high



(Right) T Frankman 8 in. long minium bo

(Below) B72 flash thermal rate of 60



Left to Raydyot thermal the same is of I

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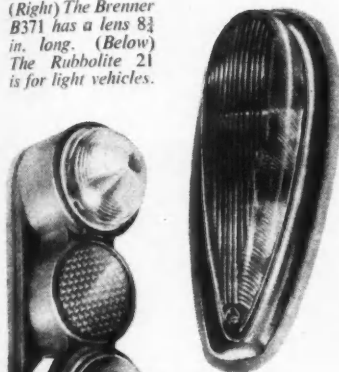
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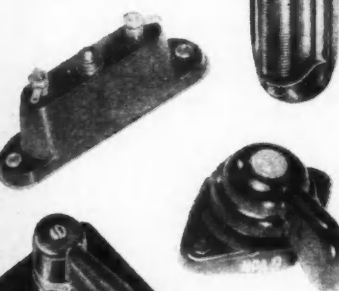
st Finchley.

(Right) The Brenner B371 has a lens 8½ in. long. (Below) The Rubbolite 21 is for light vehicles.

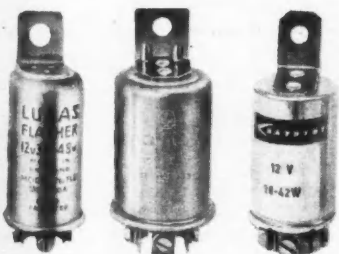


(Right) The lens of the Frankmann Mark V is 8 in. long, and the aluminium body 11½ in. long.

(Below) The Brenner B72 flasher unit has thermal operation at a rate of 60-80 per minute.



(Above) This Brenner B100 switch has a red warning light.
(Left) The Perei FT35 mechanical flasher/switch.



Left to right, the Lucas FL3, Carello and Raydyot FR6 flasher units work on the thermal principle, and have approximately the same dimensions. The Carello unit is of Italian manufacture. Each unit has three terminals.

FLASHING INDICATOR LAMPS

Make, model	Type	Location*	Plane area	Colour†	Bulb		For vehicles over 2 tons u.l.w.	Price (each) (retail)
			(sq. in.)		(volts)	(watts)		£ s. d.
Brenner								
B76	Blister	F, R, S	—	A	6, 12, 24	—	No	19 6
B86	Circular	R	12.5	A	6, 12, 24	—	Yes	17 0
B87	Circular, two-lens	W(SF)	12.5	A	6, 12, 24	—	Yes	19 6
B371	Blister	F, R, S	—	A	6, 12, 24	—	—	1 6 9
Butlers								
1518	Circular, two-lens	W(SF)	13.0	A, R	12, 24	21, 24	Yes	15 9
1518	Circular	R	13.0	A, R	12, 24	21, 24	Yes	15 6
1595	Circular	F, R	13.0	A, R	12, 24	21, 24	Yes	18 6
C.A.V.								
L556	Circular	F, R	12.5	A	6, 12	18, 21	Yes	1 1 0
L561	Arrow	R	13.0	A	6, 12	18, 21	Yes	2 0 0
L568	Blister	S	15.0	A	6, 12	18, 21	Yes	2 7 6
L609	Arrow	R	19.5	A	6, 12	18, 21	Yes	2 17 6
Durite								
GE512	Circular, two-lens	W(SF)	—	A, R, C	12	—	—	16 3
GE576	Blister	S	—	A	12	18	No	1 0 0‡
GE582	Circular	F, R	12.5	A, R	12	—	Yes	19 6
GE583	Blister	S	—	A	12	—	—	1 19 6
Frankmann								
Mk. V	Blister	S	12.0	A	6, 12, 24	18	Yes	4 10 0‡
Mk. VI	Rectangular	F, R	12.0	A	6, 12, 24	18	Yes	—
Mk. VII	Rectangular	F, R	13.6	A	6, 12, 24	18	Yes	—
Hella								
BL1	Circular	F, R	4.5	O, R, C	6, 12	18	No	16 0
BL9-2	Blister	S	—	O	6, 12	18	—	1 1 9
BL10	Rectangular	F, R	8.0	O, R, C	6, 12	18	No	16 3
BL13-1	Lantern	S	—	O	6, 12	18	—	16 0
BL16	Blister	S	8.0	O	6, 12	18	No	19 3
BL21	Blister	S	—	O	6, 12	18	—	12 3
BL25	Blister (jumping flash)	S	12	O	6, 12	18	Yes	18 3
BL28	Circular	F, R	4.0	O, C	6, 12	18	No	16 3
BL30-3	Blister	S	—	O	6, 12	18	—	11 3
BL41	Circular	F, R	4.5	O, R, C	6, 12	18	No	13 3
BL61	Blister	S	8.0	O, R, C	6, 12	18	No	19 0
BL121	Circular	F, R	15.0	O, R, C	6, 12	18	Yes	1 10 6
SB series	Circular	R	12.5	O/R	6, 12	18	Yes	—
Klaxon								
BL3	Blister	S	16.0	A	—	—	Yes	2 1 6
BL4	Blister	S	13.0	A	—	—	Yes	1 15 0
BL5	Triangular	F, R	25.0	A	6, 12	18	Yes	2 7 6
Lucas								
488	Circular	F, R	3.75	A, R, C	6, 12	—	No	16 6
L539	Circular	F, R	5.0	A	—	—	No	17 6
L556	Circular	F, R	15.75	A	6, 12	18, 21	Yes	1 1 0
L559	Blister	S	6.0	A	—	—	No	1 15 6
L561	Arrow	F, R	13.0	A	6, 12	18, 21	Yes	2 0 0
L567	Circular (plus stop/tail)	R	13.0	R, C	12	21	Yes	1 12 6
Perei								
SL15	Circular (plus stop/tail and rfl.)	R	12.5	R	6, 12, 24	18, 21	Yes	18 6
SL15A	Circular	F, R	12.5	A	6, 12, 24	18, 21	Yes	15 6
FL20	Blister	S	7.5	A	6, 12, 24	18, 21	Yes	12 6
FL20	Blister	S	7.5	A	6, 12, 24	18, 21	No	12 6
FL28	Blister	S	12.0	A	6, 12, 24	18, 21	Yes	15 0
ML26	Circular, two-lens	W(SF)	12.5	A, R	6, 12, 24	18, 21	Yes	17 6
RL11	Circular	F, R	8.0	A, R, C	6, 12, 24	18, 21	No	9 0
P.M.G.								
514	Circular	F, R	12.5	A	12, 24	—	Yes	1 1 0
515	Blister	S	12.5	A	12, 24	21	Yes	1 12 6
516	Circular, two-lens	W(SF)	12.5	A	12, 24	—	Yes	1 2 6
Raydyot								
BL1	Blister	S	4.0	A	6, 12, 24	18	No	15 0
BL2	Circular	F, R	3.5	A	6, 12, 24	18	No	10 0
BL6	Blister	S	16.0	A	6, 12, 24	18	Yes	1 17 6
BL7	Circular	F, R	16.0	A, R	6, 12, 24	18	Yes	18 8
BL8	Circular, two-lens	W(SF)	16.0	A, R	6, 12, 24	18	Yes	18 8
Rubbolite								
16/5	Circular	F, R	4.9	A, R, C	6, 12, 24	18, 21, 24	No	11 0
18/2	Circular	F, R	7.6	A, R, C	6, 12, 24	18, 21, 24	No	13 9
17W	Circular	F, R	7.6	A, R, C	6, 12, 24	18, 21, 24	No	Varies
24	Circular	F, R	4.2	A, R, C	6, 12, 24	18, 21, 24	No	9 3
21	Circular (plus stop/tail and rfl.)	R	4.2	A	6, 12, 24	18, 21, 24	No	2 7 0‡
31	Circular	F, R	12.5	A, R, C	6, 12, 24	18, 21, 24	Yes	15 6
33	Blister	S	12.0	A, R, C	6, 12, 24	18, 21, 24	Yes	15 6
32	Circular	R	12.5	A, R, C	6, 12, 24	18, 21, 24	Yes	15 6
Tex								
FA100	Circular	F, R	4.0	A	6, 12	18, 21	No	1 0 0
FC100	Circular	F	4.0	R	6, 12	18, 21	No	1 0 0
FR100	Circular	R	4.0	C	6, 12	18, 21	No	1 0 0
FA110	Circular	F, R	12.0	A	6, 12, 24	18, 21	Yes	1 5 0
FC110	Circular	F	12.0	R	6, 12, 24	18, 21	Yes	1 5 0
FR110	Circular	R	12.0	C	6, 12, 24	18, 21	Yes	1 5 0
Trico								
CL102-A	Hooded blister	S	12.0	A	6, 12, 24	18, 36	Yes	4 4 0‡
Simms								
LC40/3	Circular	F, R	12.5	A	6, 12, 24	18, 21, 24	Yes	—
LD40/2	Circular	F, R	—	A	6, 12, 24	18, 21, 24	Yes	—
LC41/3	Circular	F, R	15.3	A	6, 12, 24	18, 21, 24	Yes	—
LE41	Blister	S	—	A	—	—	—	—

* F, front; R, rear; S, side; W(SF), wing—side fitting.

† A, amber; R, red; C, clear; O, orange.

‡ Price per pair of lamps.

CONTROL SWITCHES

Make, model	Voltage	Warning light	Mounting	Self-cancelling	Price (retail)
Brenner					£ s. d.
B100	6, 12, 24	Yes	Panel	No	8 6
B109	6, 12, 24	No	Panel	No	2 6
B111	6, 12, 24	Yes	Steering col.	No	18 6
B134	6, 12, 24	Yes	Panel	No	13 3
C.A.V.					
SD86	12, 24	Yes	Panel	No	1 7 6
204	12, 24	Yes	Panel	Timed-delay	5 17 6
Durite					
GE349	6, 12	No	Panel	No	4 6
GE481	6, 12	Yes	Steering col.	No	18 6
GE483	6, 12	Yes	Panel	No	11 3
GE484	6, 12	Yes	Panel	No	8 6
GE499	6, 12	No	Panel	No	3 6
GE574	6, 12	Yes	Steering col.	No	18 6
GE604	6, 12, 24	No	Panel	Timed-delay (inc. flasher unit)	—
Frankmann					
—	6, 12, 24	No	Panel	No	—
Hella					
51/7	6, 12	No	Panel	No	4 6
51/82	6, 12	Yes	Panel	No	12 6
51/14	6, 12	Yes	Panel	No	12 6
51/25-12 ..	6, 12	No	Steering col.	No	1 4 0
51/25-42 ..	6, 12	Yes	Steering col.	No	1 3 6
51/25-23 ..	6, 12	No	Steering col.	No	1 9 3
51/25-53 ..	6, 12	Yes	Steering col.	No	1 7 6
51/34V	6, 12	No	Steering col.	No	1 1 9
51/25-65 ..	6, 12	Yes	Steering col.	No	1 9 0
51/50	6, 12	Yes	Panel	No	—
Lucas					
SD84	—	Yes	Panel	No	14 0
TS82	—	No	Panel	No	7 6
Perei					
SCS	6, 12, 24	Yes	Steering col.	—	18 6
PS	6, 12, 24	Yes	Panel	—	7 9
FT35	6, 12, 24	No	Panel	Timed-delay (inc. flasher unit)	2 2 0
P.M.G.					
53950	6, 12, 24	No	Panel	No	3 6
55073B	6, 12, 24	—	Steering col.	No	16 0
55075	6, 12, 24	No	Steering col.	No	16 6
Tex					
S1500-C ..	6, 12, 24	Yes	Steering col.	Mechanical	2 2 6
S1600-C ..	6, 12, 24	Yes	Steering col.	Mechanical	2 5 0
S500	6, 12, 24	Yes	Panel	No	1 0 0
Raydyot					
S53	6, 12, 24	Yes	Steering col.	No	18 6
S54	6, 12, 24	Yes	Panel	No	8 6
Trico					
6790-A ..	6, 12, 24	Yes	Panel	No	2 15 0
Simms					
T4	—	—	—	—	—

(Right) An electric motor operates the P.M.G. unit, which gives 80-90 flashes per minute. (Below) The C.A.V. MF also has motor drive.



(Right) The Raydyot S54 steering-column switch has a warning lamp at the end of its arm.

FLASHER UNITS

Make, model	Voltage	Wattage	Type	Flash rate per min.	Price (retail)
Brenner					£ s. d.
B72	6, 12, 24	—	Thermal	60/80	12 6
B91	6, 12, 24	36, 40	Thermal	60/80	17 0
C.A.V.					
MF	12, 24	—	Motor-driven	80/90	11 14 0
CRF	12, 24	—	Condenser-relay	100	4 17 0
Carello					
—	12	42	Thermal	70	12 6
—	24	50	Thermal	70	12 6
Durite					
GE475	6, 12	—	Thermal	—	12 0
GE598	6, 12	18	Thermal	—	—
GE606	6, 12	36	Thermal	—	—
Frankmann					
For use with Frankmann lamps	6, 12, 24	—	Thermal	60/120	Sold with lamps only
Hella					
91P1 x 21CP ..	6, 12	20	Thermal	—	12 6
91M1 x 21CP ..	6, 12	20	Thermal	—	12 6
91P2 x 21CP ..	6, 12	40	Thermal	—	12 6
91M2 x 21CP ..	6, 12	40	Thermal	—	12 6
91HPM2/3 ..	6, 12	60	Thermal	—	18 3
91HPM2/3 x 21CP ..	6, 12	60	Thermal	—	18 3
91HPM2/3 x 20W ..	6, 12, 24	160	Thermal	—	18 3
91/37	6, 12, 24	160	Thermal (for use with BL25 jumping flasher)	—	1 5 6
Klaxon					
N22500A1 ..	12, 24, 36	72	Electro-mechanical	80/90	7 2 6
Lucas					
FL3	6, 12, 24	36-48	Thermal	—	12 6
Perei					
Flasher unit ..	6, 12, 24	36, 42	Condenser-relay	60	13 6
P.M.G.					
51172	12	—	Thermal	—	15 0
51173	24	—	Thermal	—	1 7 6
502	24	60/70	Motor-driven	80-90	3 1 0
Tex					
F18-6v. ..	6	15-21	Condenser-relay	90	12 6
F36-6v. ..	6	30-42	Condenser-relay	90	12 6
F18-12v. ..	12	15-21	Condenser-relay	90	12 6
F48-12v. ..	12	44-52	Condenser-relay	90	12 6
F42-24v. ..	24	36-42	Condenser-relay	90	15 0
F48-24v. ..	24	44-52	Condenser-relay	90	15 0
Raydyot					
FR3	6	18-21	Thermal	78	14 6
FR4	12	18-21	Thermal	78	14 6
FR5	6	36-42	Thermal	78	14 6
FR6	12	36-42	Thermal	78	14 6
FR7	24	36-42	Thermal	78	1 2 3
Trico					
MF-1A	6, 12, 24	20, 40, 80	Motor-driven	90	4 17 6†
Simms					
EL	24, 30	—	Condenser-relay	70-90	—

† £5 4s. for 24v. model.



The Tex S500 switch (right) and the P.M.G. 53950 (extreme right) are for panel mounting.

Political Commentary

By JANUS

IF ONLY . . .

HISTORIANS have a favourite game of imagining what might have been the consequences if this or that worthy had lost a decisive battle instead of winning it, or if some epoch-marking event had never happened. Since the Industrial Revolution, a new field of speculation has developed. It has become the particular province of the increasing number of pessimists in these latter days, who are prepared to argue with relish on the subject of the invention that humanity can best do without.

Lord Boothby has made his own choice clear. "I firmly believe," he says, "that the invention of the internal-combustion engine was the greatest single disaster that has befallen humanity." This has been said before, especially by motorists who run out of petrol 200 miles from the nearest habitation, but it appears to be Lord Boothby's considered and permanent opinion. He may even be prepared to get rid of his own car in order to be consistent.

Many people took a similarly gloomy view of the development of the railways in their early days. The public attitude changed as time went on. Trains have become objects of affection and even of worship. Their threatened decline is deplored, and will be commemorated much in the same way as the Victorian novelists wrote nostalgically of the stagecoach. Lord Boothby may not be one of the railway fans, but he will have their support. Just as people once sighed for the days when there were no railways, so their descendants have complained how simple the transport problem would be if there were no cars or lorries.

As long as this public attitude of mind persisted there has been a lingering hope that the railways would regain their old position of pre-eminence. They must have dreaded the inevitable moment when the theme changed and people began to mutter that things would be better if they were not bothered with the railways. Gratitude counts for nothing in public opinion. Once a service has outlived its usefulness it merely becomes a nuisance.

The still small voice of doom for the railways has spoken unmistakably during the past few weeks. In an attempt to muffle it the railways have put up a barrage of publicity. Circumstances have been against them. The narrowly averted strike, the interim wages settlement and finally the Guillebaud report have combined to convince the public that something drastic must be done.

Point of No Return

The precise point of no return was probably the short statement by the Prime Minister in the House of Commons on March 10. Before then there was still the possibility that the British Transport Commission might ride the storm comparatively unscathed. The railways might flatter themselves that they were going to get V.I.P. treatment such as they have received previously at the hands of the Conservatives.

Now they can think so no longer, although it is not easy to pinpoint exactly why their optimism has been quenched. Mr. Harold Macmillan is a formidable figure by any standards. He has an almost uncanny gift—most strikingly shown hitherto in the international field—for contriving to be in the right place and to say just the right thing when it is most needed. There need be nothing very original in what he says. Indeed, it would lose half its effect if he went beyond certain limits. The importance and the value lie mainly in the man and in the moment.

What is interesting in one way is to note what Mr. Macmillan refrained from saying. There was not a word about restricting or penalizing road transport, nor was there any reference to traffic that the railways ought to have because it was "suitable" for them. The Prime Minister merely recorded that the expansion of the economy had not led to a recovery in railway earnings, and that there had been an increasing use of road transport. "The life and trade of the nation require a railway system," said Mr. Macmillan, "but it must not be allowed to become an intolerable burden on the national economy."

Several things would have to be done. The size and pattern of the railways must be changed to suit them to modern conditions. The public would have to accept the changes, even when reduced services and increased fares and rates were involved. The B.T.C. should be relieved of the restrictions and obligations that limit their earnings and hamper their activities. There would be decentralization of management so that each railway region could become self-accounting and responsible for its own affairs.

All Lead One Way

All the proposals from the Prime Minister are likely to lead in one way or another to a diminution in the importance of the railways, although the positive purpose is an increase in efficiency. From now on the place of the railways in the national economy has been defined afresh at a lower level than before. There may still be attempts to revert to something more like the old pattern of thought. The special planning board that the Government are appointing may have suggestions involving a retreat from the position Mr. Macmillan has reached. But it is hardly likely that there can be any permanent going back.

In appearing to be in control of circumstances, the Prime Minister is actually and sensibly bowing to them. He is in his proper place, perhaps just slightly ahead of public opinion. The Guillebaud report was the last in a long line of shocks. It was written to order, and the members of the committee of inquiry were practically bound to make their findings in the form chosen; so that they present ever so slightly the illusion of having their tongue in the cheek. Like Hitler in the Berlin bunker disposing of invisible armies, they make proposals for substantial rises and wide differentials that would add several more millions to the railway deficits, estimated by Mr. Macmillan to be running at about £95m. a year.

He might almost have been timing his announcement by a graph, the modern equivalent of the fortune-teller's horoscope. The relevant graph was one prepared by Mr. K. F. Glover, of the Ministry of Transport, in a paper that he read in January to the Royal Statistical Society. It shows the ton-miles carried annually by road and rail in the past 10 years and in 1938, when the road figure was much the lower. The gap narrowed until about 1957 when the lines crossed. Since then the road figure has risen and the rail figure fallen. The hour has obviously struck for incorporating the new situation into Government policy.

One or two spokesmen on the road transport side have noted that the publicity campaign on behalf of the railways, in so far as it has tried to develop into an attack on their competitors, has been largely ineffective for lack of anything sensible to say. Hauliers and C-licence holders may have been wise not to take too much notice of the attacks made upon them at this time.



Powered by an ERF 4.4(G) model, with an inclined engine and Eaton two-speed 18.800 rear axle, this outfit has just gone into service with Measham Motor Sales Organization, Ltd. The semi-trailer was made by Carrimore Six Wheelers, Ltd.

THE total number of cars manufactured in this country in 1949 was 412,290; last year it was 1,189,943. This tremendous expansion in a major industry is having substantial repercussions on many aspects of national economy, especially in the export field. This is shown by the high proportion of cars being sent abroad—257,250 in 1949 and 568,846 last year.

Having successfully geared themselves to this high production, car manufacturers are immediately presented with the problem of the effective and speedy removal of output.

Ten years ago 88 per cent. of all cars collected from the Longbridge factory of the Austin Motor Co., Ltd., were driven away individually. Of the remainder, 7 per cent. went by rail and 5 per cent. by transporter. Today, 14 per cent. of all cars delivered to the docks for export are individually driven, 16 per cent. go by rail and the remaining 70 per cent. go by transporter. The home-market proportion is 10 per cent. by rail and 90 per cent. by road.



This Austin 5-ton prime-mover chassis has been adapted for use with transporter semi-trailers. Some 70 per cent. of vehicles for export are moved from Longbridge to the docks by this method.

B24

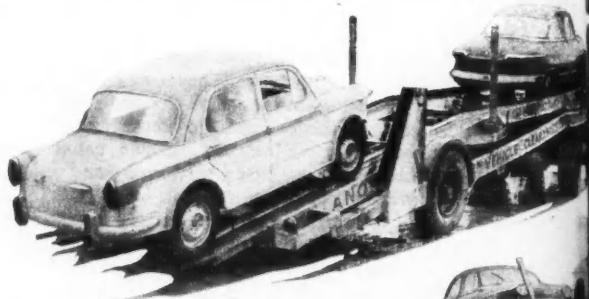
THE CAR TRANSP

With Rapidly Rising Production of Cars, Manufacturers Have Been Presented With a Problem of Finding Effective and Speedy Removal Facilities for Factory Output to Agents and Docks

It is a world policy of the Ford Motor Co., Ltd., to locate their centres of manufacture alongside or adjacent to some form of water transport. From Dagenham, 95 per cent. of Ford's export traffic is shipped via the Thames, the majority from Ford's own wharf. There is, therefore, no necessity for transporters to deal with this proportion of their output.

Vehicles sent by car transporter are all handled by the Ford Delivery Agents' Association with whom the Ford Motor Co. have exclusive dealings. The Association consists of three separate companies engaged in operating car transporters.

Every Ford vehicle on the production line represents a



specific order already received from a dealer. On leaving the assembly line each completed vehicle is put into the dealer's car park. Then, in accordance with arrangements between a member of the Delivery Agents' Association and the actual Ford dealer concerned, confirmation of imminent delivery is made.

Ford's consider the use of transporters for the one-way delivery to the domestic market an uneconomic proposition. But they do use transporters for carrying some vehicles, such as small vans, from their sub-factory at Doncaster to the wharf at Dagenham, for export. They are then in a position to return Dagenham's products to the north of England. The resulting shuttle service is a paying proposition.

In this connection it is imperative that vehicles for the American market must be delivered with no mileage recorded. Moreover, they should appear in showroom condition. But when driven individually on trade plates they could become dirty after only 50 miles or so.



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sequences are clearly illu. (Above, left) Ve longer deck which is t of the lower lev Carrimore outf Ltd., London, N.6, Cls docks with imported

TRANSPORTER TAKES OVER

By S. Buckley, Assoc.Inst.T.

Humber Ltd. put into operation in 1952 four Commer Q4 petrol tractors, coupled to four double-deck trailers, each capable of carrying four Minx-type cars. They operated continuously for four years, giving excellent service. In addition to the prestige and publicity value, this method proved that cars could be moved from the factory as speedily as single cars by individual drivers. Furthermore, the possible overdriving of cars, and damage from road accidents, were completely eradicated. Economies were also achieved, and this method ensured that customers

The Longbridge Car Delivery Service, which handles solely B.M.C. vehicles, employs this transporter-trailer outfit, which was made by Abelson and Co. (Engineers), Ltd., Sheldon, Birmingham.

In 1950, 75 per cent. of the output from the Nuffield Organization at Cowley went by rail, but by 1960 the proportion had been reduced to 26 per cent. Conversely, the amount carried by transporter had risen from 5 per cent. to 33 per cent. Vehicles collected by individual drivers accounted for the balance of 20 per cent. in 1950 and 41 per cent. in 1960. The tremendous increase in production has had other repercussions. Rail transport, for example, has been unable to keep pace with the provision of suitable rolling stock. As a result, despite the large increase in overall output, the number of cars sent for export by rail has increased only slightly, namely, 750 cars per week in 1950 and around 780 today.

The Nuffield organization do not consider car transporters an economic proposition for journeys in excess of 100 miles, because of the restricted daily mileage permissible under the Road Traffic Act regulations on drivers' hours. Their policy is to serve the docks at London, Bristol and Southampton by transporters from Cowley, but to deliver to docks in Scotland and the north of England by rail. Intermediate destinations are usually served by delivery drivers. Because of the current acute shortage of rail facilities, transporters are used where the distance involved makes this an economic proposition.

Within the Rootes organization,

received their cars in as near factory condition as possible.

Progressive improvement in the design of car transporters has brought a rapid swingover to this method of operation.

Today 25 per cent. of Rootes production is delivered to the various British ports, for export, by car transporter. Twenty-five Commer TS3 oil-engine tractors coupled to Carrimore trailers, and painted in Rootes livery, are on exclusive contract to them. In addition, they have the option on a further 25 from various car delivery companies operating from Coventry.

More Rootes distributors, too, now favour transporters, and many operate their own. The use of the individual driver by car delivery companies, therefore, is declining.

The economics of transporter delivery against individual drivers are not readily traced in the respective costs, as little or no disparity exists. This is the view taken by the Standard-Triumph Company, who consider that individual delivery cannot compare with the other method.

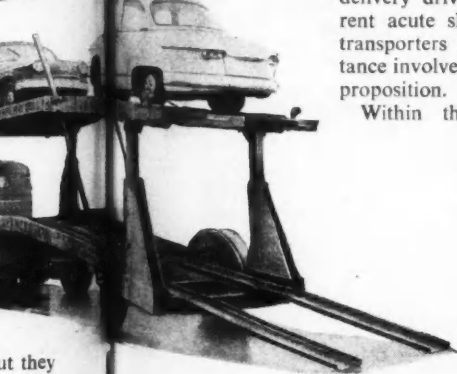
Ten years ago, practically all Standard vehicles were delivered under their own power. The company at present deliver approximately 95 per cent. by transporter. But with increased production and a shortage of semi-trailers, this may well fall to 80 per cent. during coming months.

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Loadings are clearly shown in these three stages. (Above, left) Vehicles roll on to the transporter deck which is then raised (above) to permit of the lower level. (Right) The fully loaded transporter-trailer outfit operated by Vehicle Carriers Ltd., London, N.6, pulls away from Dover docks with imported Panhard cars.



Delivery by rail has been tested from time to time, but Standard's have found that the rolling stock is sadly out of date and, in their experience, little is being done to rejuvenate it.

Vauxhall Motors, Ltd., have told me that increasing numbers of agents are operating transporters. The advantage varies according to the length of the journey and the possibility of securing a return load. Vauxhall would like to see all their products carried on transporters, although this must be a matter of evolution in view of the comparatively high initial cost of transporter outfits.

However, this year approximately 70 per cent. of the built-up cars leaving Vauxhall's for export will be taken to the docks by transporter. Seven years ago none was delivered by this method.

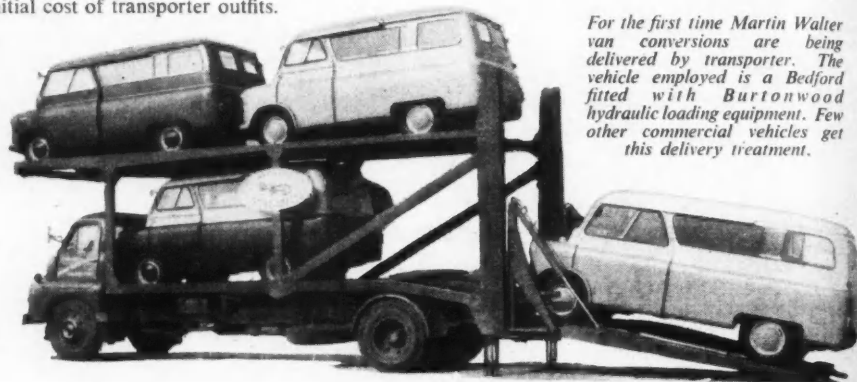
Mr. W. E. Herbert, technical engineer (sales) of Carrimore Six Wheelers, Ltd., told me the original design of their car transporter trailer was brought out in 1949. At the outset sales were comparatively slow, but in the past few years there has been a substantial increase.

The Carrimore link motion design gives extra length over the cab, and provides an operation free from jamming. Also, the top deck can be brought down to floor level, which greatly facilitates loading and unloading.

The problem facing the manufacturer of a car trans-

porter trailer is that imposed by the Construction and Use Regulations, namely, a maximum overall length for an articulated outfit of 35 ft. together with a maximum width of up to 8 ft., according to the type of tractor employed. The Carrimore trailer has a loading capacity of either five cars of the Hillman type—three on the top deck and two below—or four cars of larger dimensions.

In designing these trailers Mr. Herbert said he was continually asked by customers to get the proverbial quart



For the first time Martin Walter van conversions are being delivered by transporter. The vehicle employed is a Bedford fitted with Burtonwood hydraulic loading equipment. Few other commercial vehicles get this delivery treatment.

into a pint pot. While Carrimore's did design and manufacture car transporter equipment for both rigid vehicles and drawbar trailers, he considered the articulated outfit by far the best. A typical unladen weight for an articulated car transporter outfit is 7 tons 15 cwt.—4 tons 12 cwt. for the trailer and 3 tons 3 cwt. for the tractor.

(To be concluded)

New Equipment

Oiling for Air Lines

THE Controlube unit, manufactured by B.E.N. Patents, Ltd., High Wycombe, Bucks, disperses oil mist in compressed air when it is inserted in an airline. This constant oiling is said to reduce maintenance and prolong the life of air tools, motors, cylinders and other devices operating from the supply.

Three separate components make up the Controlube assembly. A moisture separator with a replaceable element removes impurities before the air passes to a pressure-reducing valve, fitted with a gauge. Air pressure on the outlet side of the valve is automatically adjusted to correspond with the pre-set figure on the gauge.

The bowl lubricator is attached to the reducing valve. Oil flow into the airline is adjustable and the rate of feed is visible through a sight glass. The bowl can be replenished with oil without interrupting the air supply.

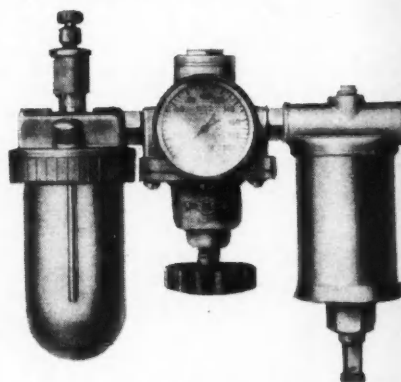
The complete assembly costs £10 10s. A Controlube Minor unit is offered at £6. It consists of the moisture separator and lubricator but omits the pressure-reducing valve.

Quick Coupling

FOR hydraulic feed lines with maximum working pressures up to 3,000 p.s.i., Super Oil Seals and Gaskets, Ltd., King's Norton, Birmingham, produce a quick-release coupling, which is self-sealing when disconnected. It is available with British standard or American threads and is offered in $\frac{3}{4}$ -in. and $\frac{1}{2}$ -in. sizes.

B26

The B.E.N. Controlube unit reduces maintenance of air-powered equipment by introducing oil into the air supply. It consists of a filter, a pressure-reducing valve and the lubricator.



The two sections of the coupling each contain a spring-loaded poppet-type sealing valve. When joined, the coupling halves are locked together by hardened steel balls locating in tapered holes.

Easy Reaching

TO increase the suitability of their hand pallet truck for stores work, G. Hunter (London), Ltd., Gumley Road, Grays, Essex, have developed a ladder for attachment to it. The ladder is, in effect, a trestle carrying a platform and hand rail which straddles the pivoting front wheels of the truck.

Two tubes, projecting downwards between the legs of the trestle, locate in slightly larger tubes attached to a cross-member mounted rigidly on the truck

chassis. Inside the tubes are springs which cause the trestle legs to lift clear of the ground for travel. When the operator steps on to the ladder, spring tension is overcome and its four legs descend.

Defeating Corrosion

RUST-ANODE is a metal coat applied cold by brush, spray or immersion to steel. Zinc is deposited on the base metal to galvanize it and prevent rust.

The compound contains an anti-settlement agent which keeps the zinc in suspension and makes it unnecessary to stir the material before use. Rust-Anode is manufactured by the C. and P. Development Co. (London), Ltd., Wiggie Works, Redhill, Surrey, and costs 6s. per lb.



Save on every mile

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Firestone
TRANSPORT

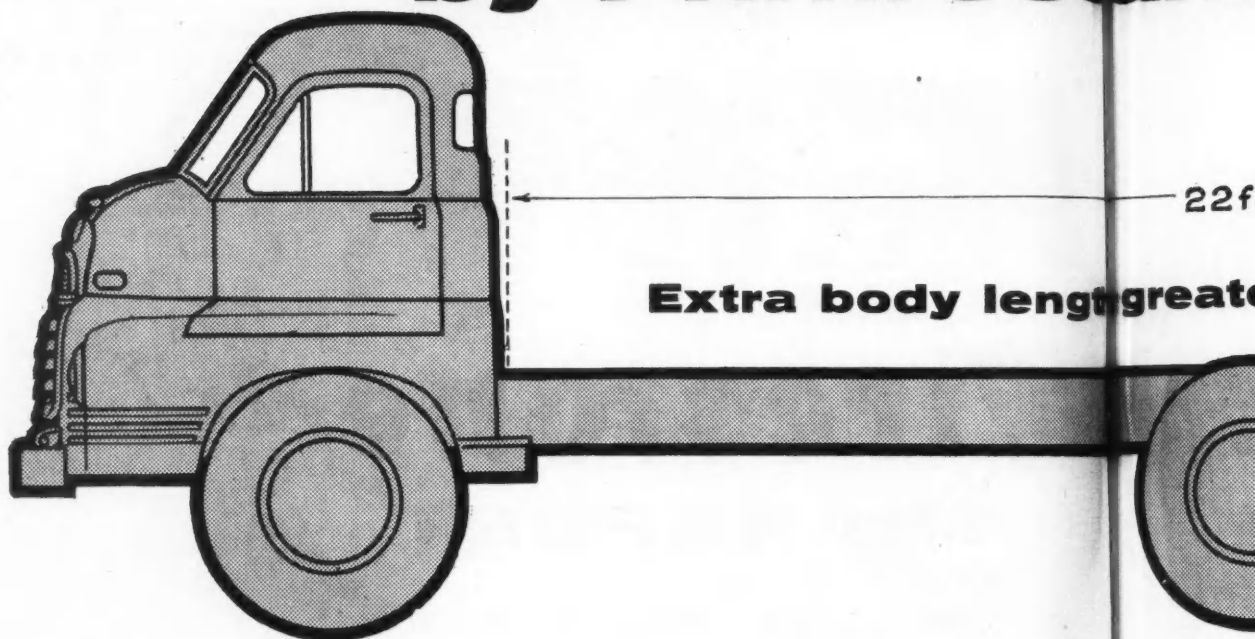
Specially developed for the highway to answer modern transport problems. The tyre that is a match for the tougher operating conditions of today—engineered to reduce cost-per-mile.

Firestone TYRES
consistently good

Bedford announce

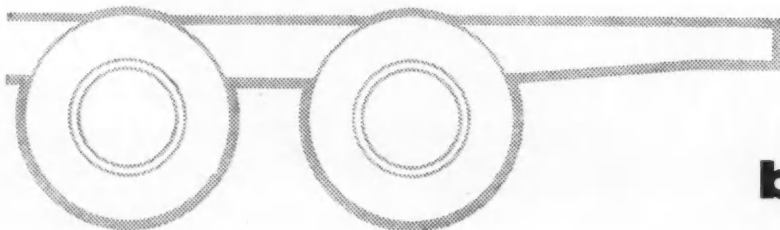
6-wheeler conversions

by Primrose and



Two new six-wheeler conversions — by Primrose and York — are now available on a wide range of Bedford 7-ton chassis. Both conversions *provide extra body length for greater payloads and for gross vehicle weights up to 15 tons 8 cwt.*

Vauxhall Motors Limited, Luton, Bedfordshire



better buy

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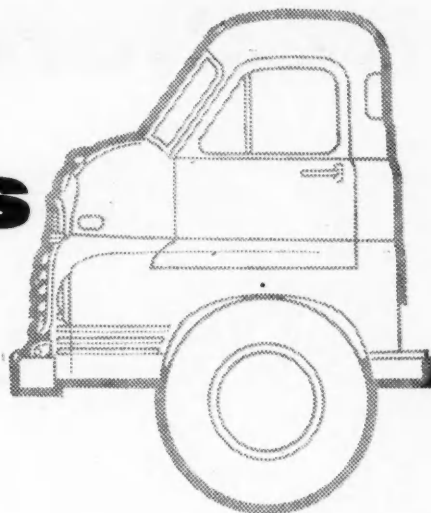
These are

- 7-ton Extra Long
- 7-ton Long Forward

Maximum gross vehicle weight when fitted with Bedford 2-speed axle drive conversion: 34,500 lb. (15 tons 8 cwt.)

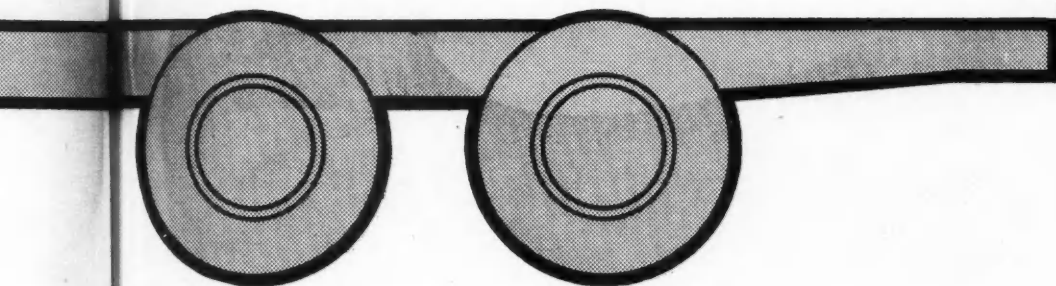
The Bedford 2-speed axle drive conversion is carefully engineered for balanced six wheel drive.

le conversions and York



22ft 6ins

greater payloads



These are the Bedford models for six-wheeler conversions

- 7-ton Extra Long Forward Control, 168" w.b. (for 22ft 6ins body)
- 7-ton Long Forward Control, 156" w.b. (for 21ft body)
- 7-ton Short Forward Control, 116" w.b. (mainly for tipper work)
- 7-ton Short Normal Control, 155" w.b. (mainly for tipper work)
- 7-ton Long Normal Control, 179" w.b. (for 19ft 3ins body)

Maximum gross vehicle weight is increased to 33,600 lb. (15 tons) when fitted with Bedford's 300 cu. in. petrol or diesel engine, and 34,500 lb. (15 tons 8 cwt.) when fitted with the 350 cu. in. diesel.

The Bedford 2-speed rear axle is standard on all these 6 x 2 (middle-axle drive) conversions with special ratios 6.4/8.72 to 1.

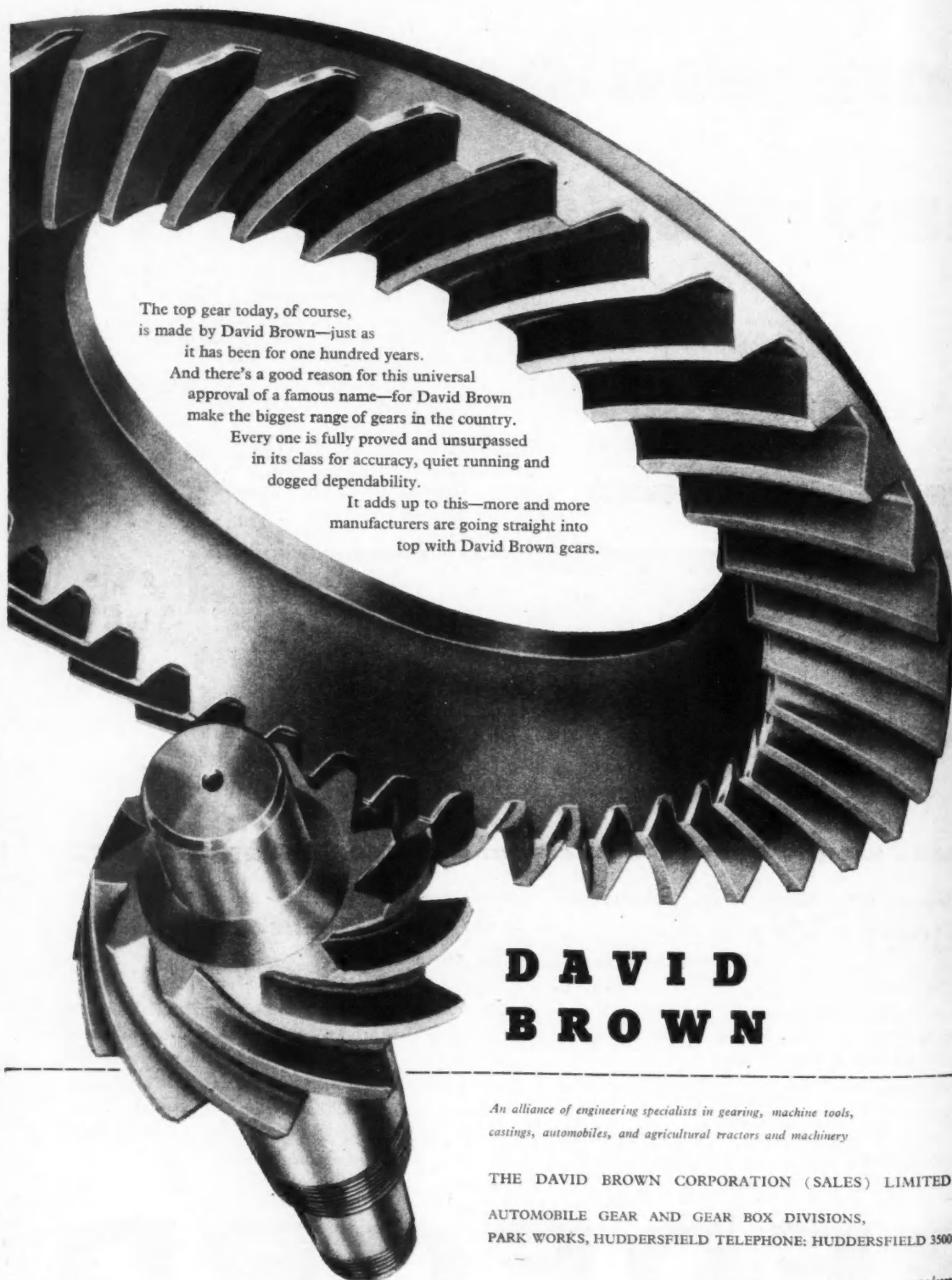
Carefully engineered frame extensions and fully integrated and balanced six wheel braking are features of both conversions. Brakes,

hubs, drums, stub axles and wheels are standard Bedford parts. Replacements are readily available at low cost from Bedford dealers.

Low Prices. Prices of fully equipped Bedford 6-wheeler conversions in chassis-cab form range from £1,642 (Petrol) and £1,767 (diesel). Thoroughly tested by Bedford engineers, the new Primrose and York conversions are now available through any Bedford dealer, who will be glad to give you full details.

buy **BEDFORD**

Change up to to-day's Top Gear!



The top gear today, of course,
is made by David Brown—just as
it has been for one hundred years.

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approval of a famous name—for David Brown
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manufacturers are going straight into
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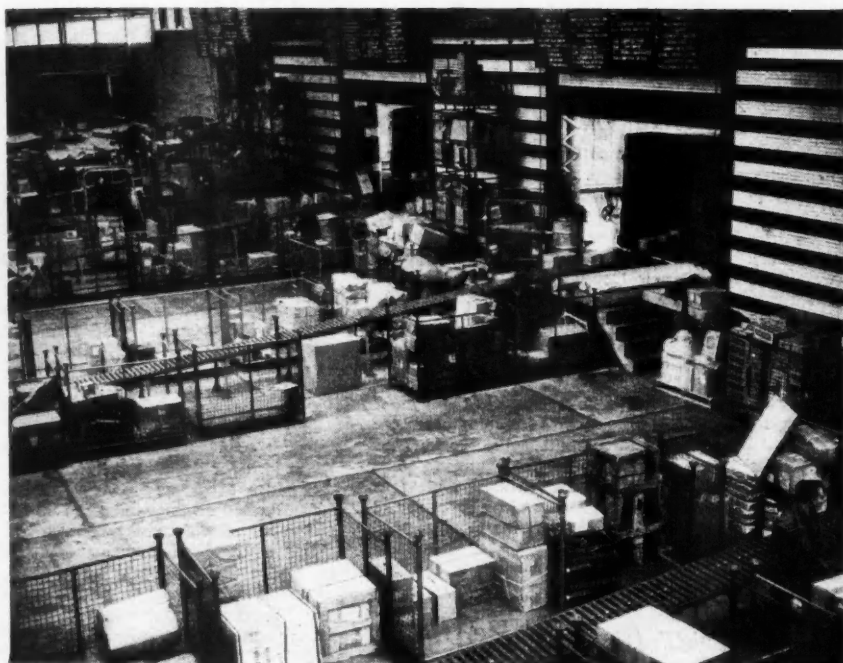
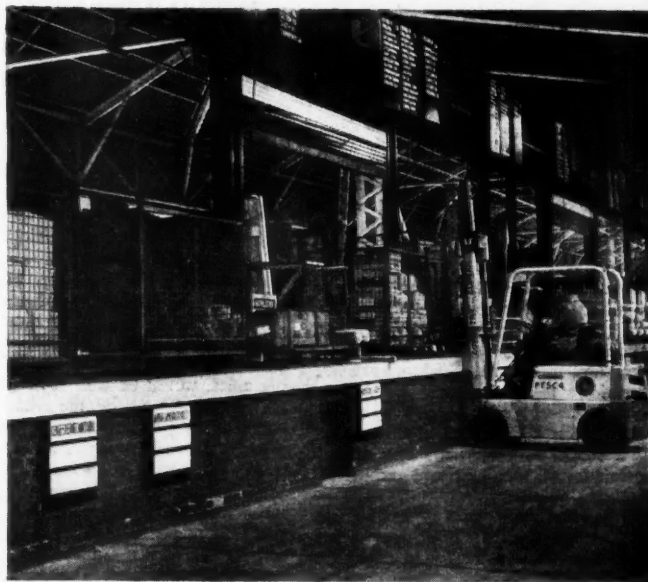
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Flow Working Speeds Goods

FLOW working, in which consignments are, so far as possible, brought to the staff instead of the men moving round the depot with the traffic, has been introduced by B.R.S. (Parcels), Ltd., in Liverpool. The system, which is employed in a new road-rail parcels depot at Townsend Lane, quickly faced a severe test when the threat of a rail strike produced peak traffic the very week that operations started. The traffic staffs state that the new methods have already brought a marked improvement in service to customers on Merseyside.

The new establishment is located on a 7½-acre site and includes a transit shed and warehouse, service station and vehicle wash, plus an administrative block. There is an extensive parking area with concrete surface. The transit shed, which is a steel-framed, asbestos-roofed building, has a 600-ft. length of roller-shuttered loading bays with two loading plat-

(Below) This general view of the interior of the depot shows unloading in progress and activity in the first sorting section. Gravity roller conveyors are in use.



forms opening on to the railway sidings. The warehouse, which is of similar construction, has an area of 9,500 sq. ft.

Consignments are brought into the depot by local collection vehicles, and in bulk by trunk road vehicles and long-distance rail services. In general, traffic from both the road systems is unloaded on any of the five parallel lines of gravity roller conveyors on the west side of the transit shed. Pallets destined for specific outward routes are set on each side of the conveyors, each line of which is staffed by an unloader, who places the parcels on the belt, and two sorters who transfer them to any one of 14 pallets

Rail arrivals are dealt with in a similar manner except that there are mobile conveyor belts instead of gravity rollers. These machines are run on tracks parallel with the railway lines, so that they can easily be placed in position against any van that is awaiting attention.

Pallets containing parcels that must receive a final sort in the secondary sorting area in readiness for outward routing are moved by a fork-lift truck. Six secondary sorting areas each 50 ft. square, are provided, and each is bisected by roller conveyors that are worked on the lines already described.

(Above) Semi-trailers being loaded in the dispatch dock. A Coventry Climax fork-lift truck is bringing pallets to the bank. Improved service to customers on Merseyside is being given.

Provision is made for the temporary holding of sorted pallets should the correct outward vehicle not immediately be available. The six areas provide for up to 72 secondary delivery sortings and 24 secondary outward trunk sortings.

Loading of outward vehicles takes place on decks at three separate points, the method being to maintain two full pallets at the rear of each outward vehicle. Gangs usually work on four vehicles together so that the flow shall not be affected by surges of traffic for particular districts.

At certain times of the day, one deck is devoted to the reception of special inward loads and another to receipt of consignments by customers' own vehicles. Heavy and bulky articles are segregated at their arrival point. If they cannot be transferred direct to outward vehicles, they are held temporarily on pallets in the concentration area of the depot.

Transit-shed equipment includes two Coventry Climax 2-ton fork-lift trucks, an S.D. 8-ton fork-lift truck, and a series of 1-ton hand pallet trucks supplied by B. T. Rolatruc, Ltd. Pallets have been supplied by P. C. and C. K. Chase, Ltd., and W. C. Youngman, Ltd. The roller-

(Continued from page 233)

conveyor equipment is the product of Rownsons (Conveyors), Ltd.

In the warehouse, where there are narrow aisles, Yale electric pallet stackers are used in preference to fork-lift trucks. Part of this department is at present used for sorting and holding goods on hand, and for the preparation of import traffic that is received in bulk for delivery in accordance with owners' instructions.

Both the office block and service station are steel-framed, and the station has a floor area of 11,000 sq. ft. Collapsible folding steel doors are provided, and in the main building are five inspection pits. The sections include tyre, oil and general stores, battery room and locker room. A separate fuelling island has a central issuing cabin with remote controls for oil fuel, lubricant and petrol-dispensing points.

The underfloor method of heating has been chosen for the three-floor office block, which has a total area of 11,250 sq. ft. There are two canteens and a modern kitchen.

The depot will be officially opened next Wednesday.

Hauliers in the Hands of Drivers

THE director of a Leicester haulage concern told Leicester magistrates, last week, that they were completely in the hands of their drivers. "They do just as they like," stated Miss Beatrice Ward, director, Ward and Co. (Leicester), Ltd., who, with seven drivers, were fined a total of £152 on 52 summonses.

The company were summoned on 27 charges of failing to cause drivers to keep records, permitting drivers to work without 10 consecutive hours of rest, and permitting drivers to work for continuous periods amounting, in aggregate, to more than 11 hours a day.

They pleaded not guilty to 10 cases but were fined a total of £81, plus £12 7s. costs. For related offences, the seven drivers were fined a total of £71.

The court heard how the drivers were

given overnight subsistence allowances but drove home to spend the night.

"We have fixed clocks to our vehicles in an effort to stop non-compliance with regulations," said Miss Ward. Special clocks had been fitted to the company's vehicles to record the time the engine was running, but drivers used razor blades to stop the mechanism, it was stated.

Asked by Mr. A. H. Headley if she could do anything about the drivers, Miss Ward replied: "I wish I could. We are in their hands. They do just as they like."

Mr. Headley submitted that morally the concern had committed no offence. They were constrained to plead guilty to some of the summonses by virtue of a previous legal decision. A stay of payment for 28 days, pending consideration of an appeal, was granted.

High Charges No Answer to Rail Problem

DESPITE licensing and penal taxation, and although hampered by difficulties at railheads and docks, road transport had, in six years, directly reversed the percentages of traffic carried as between road and rail. In 1952 the proportions stood at 54 per cent. by rail and 46 per cent. by road, but in 1958 they were 54 per cent. by road and 46 per cent. by rail, Mr. N. T. O'Reilly, a national vice-chairman of the Road Haulage Association, told the members of the Yorkshire (Hull) Area, at their dinner at Hull last Friday.

Mr. O'Reilly chided the Government for not attempting any serious pruning of the "ageing orchard" of the railways.

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Loading Bans Still a Danger

FROM OUR POLITICAL CORRESPONDENT

THE price of liberty is eternal vigilance, and nowhere is this going to be so true as in-loading and unloading in busy streets. London's "pink zone" is on its way out, but the loading and unloading ban is to remain "for the time being." According to Lord Chesham, in the House of Lords last week, it is to be reviewed "in the spring." Spring began on Monday, according to the calendar.

The experimental ban is on loading and unloading "at a number of difficult intersections and lengths of street particularly liable to congestion between 1 p.m. and 6.30 p.m." Operators affected by it, and by potentially similar bans in big cities, would be well advised to keep the sternest watch on the situation and be ready to pounce, through their local associations and Members of Parliament.

The present mood of the Government, of Parliament, and of everyone else except those who have to deliver and pick up goods, is to get traffic off the streets. It was significant that when Lord Chesham made the "pink zone" announcement in the Lords, there was not a single question about the ban. The questions were all about the parking of cars.

In the longer range, too, there are potential problems for hauliers. Ministers have already shown signs that they are now looking forward to a definite date—1964—when the helicopter will make its appearance on a scheduled inter-city service. It has been suggested that in some towns, consignors might move their goods out by helicopter instead of by road. These would, of course, be light, small products.

Hovercraft Progress

There is talk, too, of the possible application of the Hovercraft to transport. Nor is this to be dismissed as solely a very long-term idea, for it is said that the Hovercraft is making much quicker progress than had been thought possible. At any rate, Mr. Ernest Marples, Minister of Transport, and the Prime Minister, are said to be excited by its possibilities. There might here be an application of it to the railways.

The Government are pressing on with motorways, but the estimates, though hailed proudly as a "record" at something over £100m., are still pretty small stuff.

There have been many questions about reflecting kerbs, which would cost £120 per mile to install on both sides. That is 0.2 per cent. of the cost of a 24-ft. road. Mr. J. S. Maclay, the Secretary for Scotland, is awaiting the results of field trials of the reflecting kerbs and of other ways of marking the edge of the carriage-way. Mr. Marples is also doing so.

Badge of Shame

That idea for drunken drivers to wear the "badge of shame"—a yellow and black diamond on the windscreen for five years after their conviction—came to nothing. Mr. Marples contented himself with present penalties, and would prefer a drunken driver to be disqualified.

Mr. Gresham Cooke's idea of incorporating the lorry driver's headlight "code" in the Highway Code was dismissed. Mr. Marples doubted whether the inexperienced driver would be able to comprehend the system, but Mr. Gresham Cooke pointed out the dangers of failing to understand. He quoted the case of the motorist who thought he had a "come-on" signal from a lorry driver, but, going on, had an accident, and was then told by the lorry driver, "You fool, I gave you the 'keep-back' signal."

Mr. Marples interpreted this case as a good reason why light signalling should not be included in the Highway Code, and said the road safety committee of the Royal Society for the Prevention of Accidents thought the practice was not only objectionable but dangerous.

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THE NEW BILL

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By G. W. Irwin

THE Road Traffic Bill, hurriedly passed last week, consolidates the law dealing with road transport and traffic. This means that those who have been living with, and by, such legislation will have to learn a new nomenclature. When one referred to Section 19, or to Section 1(5)(c), or to Section 11(3)(b) most of us knew to what these sections referred. Now, however, we shall have to refer to Section 73, Section 164(5)(c) and Section 173 (1)(c) respectively, and so on. No doubt we shall learn in time!

The intention behind the consolidating Bill is to assemble, in a more convenient form, many enactments or parts of them. There has been considerable re-arrangement of the matter contained in the Road and Rail Traffic Act, 1933, quite apart from the elimination of much dead wood, such as references to claimed tonnage which arose in the early days of licensing. In many cases, too, sections and clauses have been re-worded, presumably with a view to making them more intelligible, and, in general, the drafters of the Bill have been successful.

In the past there have been a number of provisions in Road Traffic Acts which one would have liked to be altered; but it is generally agreed that it is better to maintain an Act that is well known and well established, than to try to eliminate petty faults by legislation.

The new Bill provided a golden opportunity of bringing the law of licensing up to date and of removing anomalies that have been irksome to hauliers. Unfortunately, it has not been taken. In some respects the new measure is no clearer than the Acts that it has consolidated. Let me explain some of the chances of improvement that have been missed.

Part IV of the new Road Traffic Bill is that which mainly concerns goods vehicle licensing and operation.

Potential Haulier

Section 164 perpetuates the farmer's C-licence clause in sub-section 5(c). There can be no further justification for this special privilege to one section of the community at the expense of another. Not content with subsidies, guaranteed prices, duty-free oil fuel, special rates of Excise duty, freedom from having to keep drivers' records, freedom from planning restrictions, and so on, this clause makes every farmer, smallholder and market gardener a potential haulier. It completely nullifies the duty of Licensing Authorities to equate transport facilities with available traffic.

Section 167 deals with authorized vehicles. Following the wording of the 1933 and 1953 Acts, trailers and hired vehicles are still to be authorized by number, and possibly type, but not by unladen weight. In the case of these vehicles it is the number that is specified. This is confirmed several times in the course of the Bill, as in the 1933 Act, where clear references are made to the specified numbers of such vehicles. In other words, trailers and hired vehicles are authorized, but not specified, vehicles and if the Bill means what it says, they can be operated,

regardless of unladen weight, up to the specified total number.

Incidentally, is there really any good reason why an articulated vehicle should be regarded as one vehicle for taxation purposes and two units for licensing? This is a matter that often causes confusion and it seems unreasonable that an articulated vehicle operator should have to pay double the licence fee of, say, the operator of an eight-wheeler.

Section 169(4) reverts to the original currency periods of carriers' licences, that is, two years for an A, one year for a B and three years for a C. Admittedly, in each case the Bill adds, "or such longer period as may be prescribed."

But unless there is some intention to reduce the present currency periods, it seems retrograde to depart from those at present laid down. The additional wording, "or any such longer period . . ." could still have been retained.

Section 170 concerns short-term licences, applications for which are dealt with by different Licensing Authorities in different ways. In the Eastern Traffic Area, where the sugar-beet season requires vehicles for longer than the maximum of three months, it is customary for application to be made for consecutive periods. Each application consists of two forms GV1A or GV1B and two forms GV8, so that eight forms in all are required. The Licensing Authority then publishes two identical applications together, one for each period. All this seems a waste of time, paper, and space in *Applications and Decisions*.

Period Required

In the interests of time and economy, where two such licences are required it should be sufficient if only one pair of forms GV1A or GV1B, plus one pair of forms GV8 were lodged, with the GV8 form modified to show the second period required. It should then be sufficient to publish the details only once in *Applications and Decisions*, with a final note, "Two periods." The dates of the periods would be included in the published application.

Section 172 deals with information to be supplied in an application. This section again refers to the number and type of hired vehicles and trailers and makes no reference to their unladen weight. Incidentally, it is only in the case of hired vehicles and trailers that information is sought on type. Yet we are asked to state the type of specified vehicle. As the Licensing Authority is bound to grant a variation of a specified vehicle for one of the same or lower unladen weight, even though it be sought to replace a tipper by a horsebox, what purpose is served in providing information that the applicant was not required to give?

This clause also requires the applicant to describe his normal operations. Incidentally, this is a better term than "normal user," which is apt to be misunderstood by the uninitiated.

The principle embodied certainly had to remain. Imagine an application by a newcomer for a new A licence in which he gave no inkling of the traffic for which he wanted to use

the vehicles, or of the districts in which they were to be employed! The established operator could not know how the application would affect his own interests, whether he ought to object or how he could prepare evidence of his own adequate services.

If, after the applicant had satisfied the Licensing Authority and witnesses that he wanted to cart only pea-sticks within a three-mile radius, would it be fair if the applicant used the vehicles on entirely different traffic?

If a licensee wants to sell his business a declaration of "normal operations" by the intending purchaser is all that is required. But, if the intention is to abandon the business that is supposed to have changed hands and to use the vehicles for something else, operators already handling that traffic ought to be given an opportunity to object. It is reasonable that an applicant who uses vehicles for a purpose quite different from the one he specified should be penalized.

Section 174 (decisions of the Licensing Authority) once again refers to numbers and types of trailers and hired vehicles. Sub-section 2 deals with contract-A licences. It might have been more appropriate to introduce an extra class of carrier's licence, instead of pretending that contract-A is really an A licence with conditions—especially as an application for a contract-A licence has to be made on form GV2, and not GV1A.

It is clear in **Section 166(2)** that an A-licensed vehicle may be used for the carriage of the owner's goods in connection with his transport business. What is not clear is whether a vehicle authorized under a contract-A licence can be used similarly. Some operators who have employed such vehicles as breakdown wagons have been prosecuted on the grounds that they must be engaged exclusively for the purposes of the contract. If such use is not already permitted under Section 166(2), on the ground that a contract-A licence is an A licence, it certainly should be, and the position ought to be clarified.

Sub-section 4 includes the only reference to containers and the phrasing of the paragraph is a little ambiguous. It refers to "a receptacle which is an additional body for a goods vehicle and is constructed or adapted for the purposes of being taken on to or off the vehicle with goods contained therein...."

Well Understood

The term "container" has the sanction of long usage in the transport world, both road and rail, and, I believe, even in air transport, and it is well understood. It would, I think, save confusion if this term had been used in this clause instead of "additional body."

Section 176 (variation of licences) includes three references to trailers and hired vehicles being authorized by numbers only. Applications for variations of licences covering vehicles in these categories are required only where an increase in number is desired.

The Licensing Authority is, of course, bound to grant certain applications, including substitutions of vehicles where no increase in unladen weight is involved. Trailers and hired vehicles are, however, not specified vehicles. In their case it is the number authorized to be operated, and not the vehicles themselves, which is specified.

Although a Licensing Authority is not bound to grant a variation of a licence involving the replacement of a specified vehicle by another even 1 lb. heavier, the practice has grown up of authorizing slight increases on replacement of vehicles. Some Authorities look carefully at increases, however small, while others will allow up to $\frac{1}{2}$ ton on any vehicle exchange. The whole position is confusing and uniformity should have been assured by making appropriate provision in the Bill. It would have been sensible to have specified, say, 10 per cent. or $\frac{1}{2}$ ton,

whichever was greater, for inclusion in the list of permissible increases, leaving it to the Authority's discretion where greater increases are involved.

Provision should also have been made for applicants in these cases to have the right to operate the replacement in advance of the formal grant. There are often appalling delays in the offices of Licensing Authorities in dealing with even trivial applications. Alternatively, provision should be made for adequate staff to deal with public business in a prompt and proper manner.

An additional sub-section to Section 176 could have stated that where, from weathering, age, repairs or modification, the unladen weight of a vehicle has increased by 10 per cent. or more, the licence holder should apply to the Licensing Authority for deletion of the vehicle at its old weight and its addition at its new weight. Previous Acts gave no guidance as to what should be done, if anything, where a specified vehicle was increased in weight.

Section 253 (Part VII of the Bill), which interprets expressions, defines different classes of motor vehicle, including "motor car" and "heavy motor car." Although, in the sub-section dealing with goods vehicles, 3 tons appears to be the upper limit for a "motor car," there is an additional sub-section which gives an upper limit of $2\frac{1}{2}$ tons to some unspecified category of vehicle. On the other hand, "heavy motor car" is defined as a "mechanically propelled vehicle, not being a motor car, which is constructed itself to carry a load or passengers and the weight of which unladen exceeds two tons and a half." This may all be clear to a lawyer, or a Member of Parliament, but it is a little obscure to me.

Caused Confusion

Section 255 describes the method of calculating unladen weight "for purposes of the present Bill and any other enactment relating to the use of motor vehicles on roads." Although it refers to "the body and all parts (the heavier being taken where alternative bodies or parts are used)" it gives no guidance whether a container is a body, alternative body or part of one. This is a matter that has caused confusion at times, different Licensing Authorities interpreting it in different ways, although the notes on the backs of application forms clearly say that unladen weight means the weight shown in the registration book.

In terms of the Finance Act, 1949, in certain clearly defined circumstances, the weights of containers are excluded from the unladen weight of the vehicle for motor taxation purposes and the weight shown in the registration book in these cases will be the weight of the vehicle itself, minus the container.

As confusion is bound to be caused if the term "unladen weight" means different things to different Government departments and something different again to the user of the vehicle, a proviso should have been added to this section, reading: "Provided that, for purposes of Part IV of this Act, 'unladen weight' shall mean the unladen weight shown in the registration book of the vehicle."

Finally, before regulations are drafted and new forms of application are designed, may one hope that whoever is assigned to this duty will pay heed to the Act, and not ask for information which it does not require.

We have had examples where forms have been issued, inviting an applicant to give particulars of trailers to be added, when the Act in question said trailers could in no circumstances be added. May one suggest that drafts of the proposed forms be submitted to the Road Haulage Association area secretaries' conference for approval? No one, outside the office of a Licensing Authority, handles more than they do or is more competent to criticize and advise.



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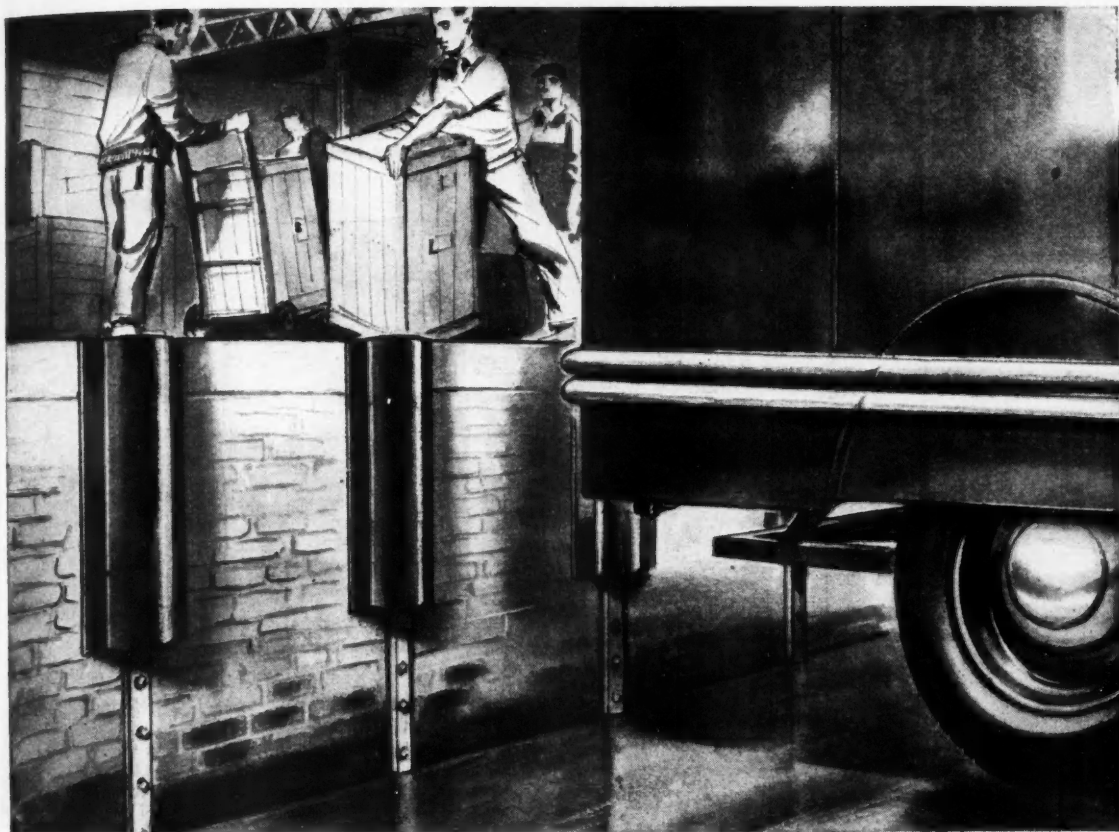
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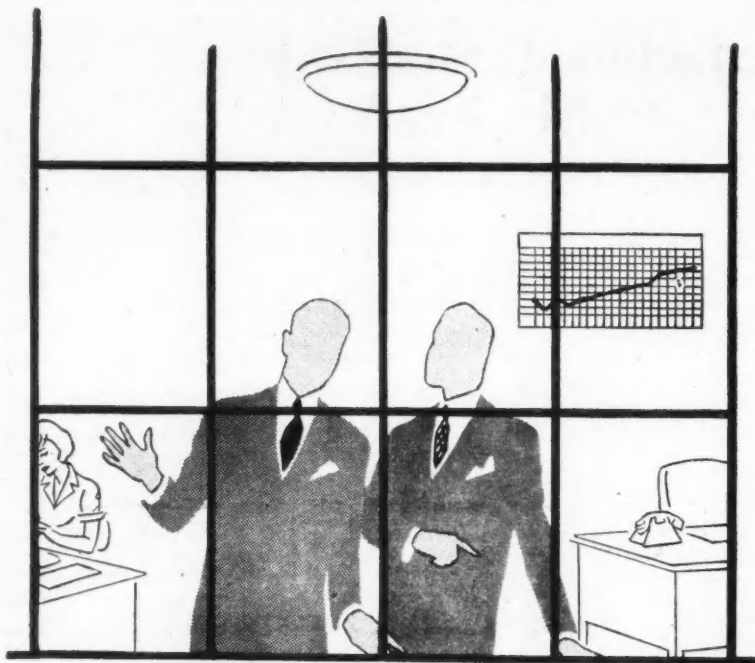
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"A fleet, eh? You must like them!"

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Sub-contractors Protected by Wages Act—Mr. Randolph

HAULIERS did not appear to appreciate that, according to the Road Haulage Wages Act, 1938, commission deducted from the rate paid to a sub-contractor must not exceed 10 per cent., said the Yorkshire Deputy Licensing Authority, Mr. J. H. E. Randolph, at the continued hearing, in Leeds, last Friday, of an application by Leonard Green (Haulage), Ltd., Parkgate, Rotherham, to add eight vehicles to their A licence (*The Commercial Motor*, January 29).

He added that if his interpretation of the Act was right, Section 9 was intended to protect a sub-contractor from having to run his vehicles uneconomically. The penalties for infringing the Act were substantial, including the suspension or revocation of a licence.

Mr. A. Goss, for the applicants, replied that it was admitted that Green's had deducted 20 per cent. from the rate of the Parkgate Iron and Steel Co. when sub-contracting, but the circumstances were unusual, in that Mr. Green stated that he was still paying more than the normal Sheffield hiring rate for similar work.

Nevertheless, it appeared that there had been a contravention of the Act, and he would have to give the matter serious consideration before making a final submission.

Mr. Goss had said that at the last hearing on January 22, the objectors

suggested that if three Yorkshire-based vehicles which had been working from Birmingham were returned to Rotherham, they would be able to meet some of the needs of their steel customers. They were, in fact, returned immediately afterwards, but steel output was still increasing and the position now was worse than before.

Recalled, Mr. L. Green said the question of commission did not discourage other hauliers from sub-contracting, because he was still paying more than the average. The explanation of the Parkgate rate was that it was increased by 10 per cent. during the Suez

crisis, but the advance was not passed on to sub-contractors. It had been retained ever since.

Questioned by Mr. J. Booth, for British Railways, Mr. Green said the Parkgate company had never asked for the rate to be restored to its former level. The present rate was comparable with that of British Railways and he had kept the additional 10 per cent.

He denied not paying a proper rate for hiring. He had not signed the Road Haulage Association code of conduct. As a result of the objectors' attitude he would now restore the rate to its former level and would probably get most of the rail traffic even if it meant working vehicles on double shifts and hiring from as far away as Manchester. The majority of his sub-contracting was for Parkgate but only 10 per cent. was deducted for other long-distance hiring, and 5 per cent. for local work.

Mr. Booth led evidence that, although they were willing to provide containers and special fittings to handle cookers for the General Electric Co., Ltd., the railways were carrying only the very small consignments and empties. In the case of Parkgate Iron and Steel Co. increased carriage by rail accounted for practically all the increased output mentioned by their witness.

The hearing was adjourned. Submissions will be made at the next sitting.

Nominal Month's Suspension for Overweight Operation

A NOMINAL penalty of a month's suspension was imposed on J. W. Capstaff, Ltd., Newcastle upon Tyne, in respect of a vehicle which had been operated for two years at 2 tons over the authorized weight when Mr. J. A. T. Hanlon, Northern Licensing Authority, called the company before him, at Newcastle last week.

It was explained that in July, 1956, the company had applied for a special-A licence to be assigned to them from Messrs. J. W. and H. Armstrong, Ponteland, Newcastle. They gave the vehicle's unladen weight as 4 tons 19 cwt. 80 lb., the same weight as shown on Armstrong's application made in June, 1956.

Two years later, Capstaff applied for a variation of their A licence by the addition of a vehicle of 6½ tons unladen, subject to the surrender of the vehicle's special-A licence. The application was granted in October, 1958, but for a different vehicle, which weighed 6 tons 6 cwt. 14 lb.

From documents held by the Taxation Officer of Northumberland County Council, it was discovered that only three days after the original vehicle was specified on the special-A licence, in 1956, the vehicle had been weighed in Newcastle by a Mr. Waters of K. and B. Motors, Ltd.

The weight was shown as 6 tons 19 cwt. 3 qr.—an increase of some 2 tons. The next day Mr. Waters declared the unladen weight of the vehicle at 6 tons 18 cwt.,

and the registration book was amended and additional duty paid.

Subsequently, on January 1 and December 20, 1957, the weight of the vehicle was declared to be 6 tons 18 cwt. by the secretary of Capstaff. In July, 1958, whilst the vehicle was still specified as 4 tons 19 cwt., it was weighed at another weighbridge in the city and found to be 7 tons 3 cwt.

Giving evidence, Mr. R. N. Johnston, secretary of Capstaff, explained that his company had been approached by K. and B. Motors with a view to purchasing a Guy eight-wheeler with a special-A licence. They purchased the vehicle for £5,490.

At that time it had been the normal practice to sign blank application forms.

This was done and he sent them to the Road Haulage Association. It was not until he had seen the publication in *Applications and Decisions* that he realized the weight was given as 4 tons 19 cwt.

Everybody was perturbed about the discovery and his company had contacted K. and B. Motors, said Mr. Johnston. They had been assured that Mr. Waters had looked into the matter and, provided the proper Excise tax was paid for the extra weight, everything was in order.

Giving his decision, Mr. Hanlon said that even when people had acted in complete innocence, it was right to take some steps in the matter. He thought that a comparatively nominal suspension should be made.

Motorists Must Pay for Parking

THE motorist would have to meet the cost of off-street parking when new regulations came into force. This was made clear by Mr. Ernest Marples, Minister of Transport, in London last week. He was opening a car-parking exhibition sponsored by the British Road Federation at the Institution of Civil Engineers.

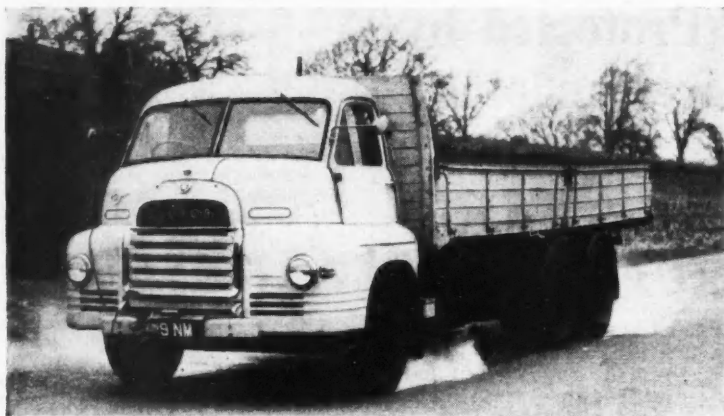
The Minister emphasized that the purpose of streets was to keep traffic moving: today they were being misused as private garages. Regulations to remove

street blockages would present private enterprise and local authorities with the chance to provide the off-street parking facilities.

Most of the exhibits are models of existing or planned garages, both in this country and overseas. Broadly, they illustrate two distinct types of installation, the ramp parking system and the automatic system. More than 120 garages of roof-top, underground and multi-storey types are modelled or illustrated.

The exhibition closes tomorrow.





This is the Bedford SL 7-tonner with a Primrose trailing axle and chassis extension. In this form it has a 21-ft.-long body and can carry over 10 tons. The Primrose axle is coil-sprung, and weight distribution over the bogie is adjusted by a novel hydraulic compensating mechanism. Like the York conversion, the Primrose axle can be fitted to five Bedford models.

Bedford Approve Six-wheeler Conversions

FOR the first time, Vauxhall Motors, Ltd., have given their approval to two trailing-axle six-wheeler conversions for Bedford normal- and forward-control 6½- and 7-tonners. The conversions accepted are those carried out by the York Trailer Co., Ltd., Corby, Northants, and the Primrose Third Axle Co., Ltd., Whalley, Lancs. In both cases much use is made of Bedford components to simplify the provision of spare parts.

Maximum permissible gross weights for all the six-wheelers offered are 15 tons when the Bedford 300-cu.-in. oil engine is fitted, and 15 tons 8 cwt. with the optional Leyland O.350 oil engine. To run at the maximum weight, all models must have the Bedford two-speed axle with ratios of 6.4 and 8.72 to 1.

Conversions are available for the normal-control J6S tipper and J6L, and the forward-control SS tipper, SL and SE haulage models. All the conversions increase the wheelbase and the permissible body length. Body length available on the various converted models is as follows:

Bedford-York—J6S, 18 ft. or 16 ft. for tipper; J6L, 21 ft.; SS, 15 ft. 9 in. or 15 ft. 3 in. for tipper; SL, 21 ft.; SE, 22 ft. 6 in.

Bedford-Primrose—J6S, 14 ft. 4 in.; J6L, 19 ft. 3 in.; SS, 14 ft.; SL, 21 ft.; SE, 22 ft. 6 in.

Prices of the conversions, including tyres but exclusive of additional bodywork, range from £555 to £578 for the

Bedford-York and from £537 to £562 for the Bedford-Primrose. Standard tyres are 8.25-20 in. (12-ply) but 9.00-20 in. (12-ply) equipment can be fitted at extra cost.

The conversions differ markedly in their approach to third-axle suspension. For the York design two stub axles are carried at the rear of hollow distributor beams pivoted on a tubular cross-member which is suspended on brackets from the chassis frame ahead of the trailing-axle centres. The forward ends of the beams are attached by shackles to the rear eyes of the leaf springs on the driven axle.

This arrangement provides independent suspension for each pair of wheels, with static weight distribution of 55 per cent. on the driven axle and 45 per cent. on the trailing unit.

Primrose employ a tubular axle with coil-spring suspension for their conversion. The axle is located and brake torque is absorbed by two trailing quarter-elliptic leaf springs pivoted on the lower flanges of the chassis side-

members. These springs extend behind the axle where they are restrained from transverse movement by vertical guide rails. Damping is provided by telescopic shock absorbers on the trailing axle only.

A hydraulic compensating mechanism is incorporated to regulate the loading on the two axles of the bogie. It consists of two hydraulic cylinders fitted between the chassis frame and the casing of the driven axle. High-pressure piping connects their outlets to two other cylinders fitted inside the coil springs on the trailing axle. As the load increases, weight ratios are adjusted automatically.

For both conversions the chassis side-members are extended by the addition of 10½-in.-deep channel sections with 3-in.-wide flanges in ½-in.-thick material. On the SS and SL forward-control models, these extensions are welded direct to the optional Bedford flitch plates which must be specified when ordering a chassis for conversion.

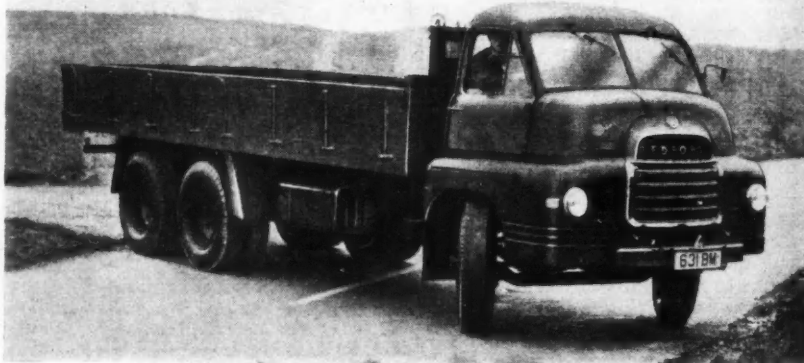
For SE, J6S and J6L conversions, the

additional frame members are carried forward to the back of the cab.

Additional braking for both conversions is effected by a slave vacuum servo and hydraulic system.

The Commercial Motor has road tested both conversions. The vehicles tested had 300-cu.-in. engines and ran at the same gross weights under identical road and weather conditions with the same drivers. The table below gives brief details of the results obtained. Illustrated road-test reports will be published later.

Bedford-York	Bedford-Primrose
Gross weights as tested: 15 tons 0½ cwt.	15 tons 0½ cwt.
Kerb weights: 4 tons 13½ cwt. (20-ft. body)	4 tons 12½ cwt. (21-ft. body)
Fuel-consumption rates: 11.65 m.p.g. at 26.25 m.p.h. average 60 ft.	12.6 m.p.g. at 26.9 m.p.h. average
Braking from 30 m.p.h. 60 ft. 49.75 sec.	55 ft. 43.0 sec.



The York third-axle conversion provides independent suspension for the pairs of trailing wheels. It is shown here on a Bedford 7-tonner. Both the York and Primrose equipment make use of standard Bedford components wherever possible.

North Op

AN intimation in the Northern Lincs. He advised suspension for Wardlaw, for

When the company's licence was suspended, Licensing Authority that when applied, it had been intended to open Oakland Garage.

The application, January, 1959, granted a variation of another vehicle that the permission Oakland Garage.

From information, 1959, it was had ceased to be was in fact being the company's own.

Mr. A. Glen Messrs. Glendinning Garage, Prudhoe, MacRae had together. MacRae vehicles from Scotland.

Cle His clients business as a car said Mr. Campbell, 1958, when they had been to procure a bus England when

Mr. Glendinning could use his base. Since then, successor, had tramp work in

Mr. Wardlaw nothing in the application for centre, which was suspension. He given by the December, in

He submitted observations made having regard to the true within the

Perhaps it was the application Scottish Licensing strative and other "no magic" in

It would be were revoked John MacRae, it was true that lived on the records would worked more Scotland.

Northern Authority Warns Scots Operators of Suspension

AN intimation that one of their special-A-licensed vehicles, authorized in the Northern Area, would be suspended for two months was given to John MacRae (Transport), Ltd., Dundee, by Mr. J. A. T. Hanlon, Northern Licensing Authority, at Newcastle upon Tyne last week.

He advised the company to assign the vehicle and licence. The suspension penalty was withheld at the request of Mr. T. H. Campbell Wardlaw, for MacRae, after he said that an appeal would be lodged.

When the company appeared to show why their licence should not be revoked or suspended, Mr. C. Hartley, of the Licensing Authority's office, explained that when application had been made for it, it had been stated that MacRae intended to operate the vehicle from Oakland Garage, Prudhoe-on-Tyne.

The application was granted. In January, 1959, when MacRae were granted a variation by substituting another vehicle, it was again indicated that the permanent base would be Oakland Garage.

From information received in November, 1959, it was apparent that the vehicle had ceased to be used from Prudhoe, and was in fact being operated mainly from the company's chief base at Dundee.

Mr. A. Glendinning, a partner of Messrs. Glendinning Bros., Oakland Garage, Prudhoe, said that his firm and MacRae had done much business together. MacRae often back-loaded his vehicles from Scotland.

Clearing House

His clients carried on a substantial business as a clearing house in Dundee, said Mr. Campbell Wardlaw. In November, 1958, when they bought the vehicle, they had been told that it was necessary to procure a base in the north-east of England when having it licensed.

Mr. Glendinning had agreed that they could use his garage at Prudhoe as a base. Since then the vehicle, and its successor, had been fully employed on tramp work in England and Scotland.

Mr. Wardlaw submitted that there was nothing in the statement made upon the application form, regarding the base or centre, which would justify revocation or suspension. He quoted the judgment given by the Transport Tribunal, in December, in the Bradbury appeal.

He submitted that, in view of the observations made by the Tribunal, and having regard to the facts, the statements which his clients had made were true within the meaning of the Act.

Perhaps it would have been better if the application had been submitted to the Scottish Licensing Authority for administrative and other reasons, but there was "no magic" in the term "base or centre."

It would be serious if the licence were revoked or suspended, said Mr. John MacRae, managing director. Whilst it was true that the driver of the vehicle lived on the "Fife side of Scotland," the records would reveal that the vehicle had worked more in England than in Scotland.

To all intents and purposes, the premises of Glendinning were his office in the Northern Area, and he could be contacted immediately through them. Since the present inquiries had started, he had applied to the Scottish Authority to have the vehicle reassigned in Scotland, but this had been refused.

Mr. Hanlon said that the facts in the appeal quoted by Mr. Wardlaw were somewhat different. In that case the base or centre was only about 34 miles away from where most of the work emanated—and the respondent had lived at the place stated to be his permanent base, using his home as an office. In the present case, the base was 210 miles away by road from the company's address, where records were kept. There was no agency and no servant kept there.

In another case—the Hay's Wharf appeal—the Tribunal had said that the base or centre must be some place from which vehicles were controlled. It had never been submitted to him that MacRae's vehicle had been controlled

SLIPPED DISC

A POLICE report to Mr. J. A. T. Hanlon, Northern Licensing Authority, that a company's vehicle had been seen without an identity disc prompted him to warn A. W. Johnston (Hauliers), Ltd., West Linton, Carlisle, last week that they were "cutting the ground from under their own feet."

The law, he said, was for the protection of hauliers. Without the identity disc, anyone could carry a load.

Johnston were applying for the variation of an A licence by the addition of a vehicle of 5 tons, subject to the deletion of one of 3 tons 13 cwt.

The application was granted.

from Prudhoe. The vehicle had been operated, controlled, garaged and fuelled from Dundee, where all the records were.

If the decisions of the Tribunal on the question of base were going to destroy the meaning of the word "base," then the whole of the Act would become meaningless, said Mr. Hanlon. He could not believe that the decisions of the Tribunal were intended to say that there was no need for a base.

It was clear that when MacRae purchased the vehicle they knew that they intended to operate it from Dundee.

He proposed to suspend the licence for two months and give the company an opportunity to assign the vehicle to somebody else. "I shall not tolerate a continuation of this complete subterfuge," he stated.

Refund Condition for Express Grant

A CONDITION to allow the payment of refunds was attached to an express licence by the North Western Traffic Commissioners last week. The Penmaenmawr Motor Co., Ltd., applied to renew their licence to carry people between Manchester and three holiday homes in North Wales.

Passengers previously had to book return tickets, but as no single fares were obtainable lost their money if they had to curtail their holidays and return by another means of transport, said Mr. J. Bellis, for the company.

Mr. J. Wild, head of the concern, said that there was no desire to carry the general public. Requests by Welsh

people who wanted to travel to Lancashire had always been refused.

The North Western Road Car Co., Ltd., objected on the ground that a single fare would make the service too competitive with other facilities.

Mr. G. P. Crowe, for the railways, who also objected, suggested a condition to permit the refunding of money to passengers who had to cut their holidays short. This was accepted by the Commissioners, and it was agreed that of the return fare of £1 2s., a sum of 10s. could be repaid in the circumstances described.

Mr. F. Williamson, chairman, said that the Commissioners would want details of refunds made.

Devon Roads and Towns Near Paralysis

THE future prosperity of the Devon General Omnibus and Touring Co., Ltd., depended upon their ability to carry passengers punctually on roads and in towns which were suffering from growing congestion amounting to near-paralysis, said Mr. W. M. Dravers, chairman, at the annual meeting last week.

Because the company lost money carrying regular passengers during the winter months their overall profit depended upon the number of passengers

carried during the summer, he explained.

The use of personal transport was expanding rapidly and traffic must inevitably be made to fit the roads, he said, urging that parking on important highways be banned. If Devon and its resorts became notorious for inordinate traffic delays, holidaymakers would seek fresh fields.

Traffic on rural routes continued to decline. Frequencies had been reduced, and four services had been abandoned.

Planning for Profit

Using *WIDE* Containers

IF a goods vehicle exceeding 4 tons unladen weight is fitted with a detachable container-type body, can this body be classed as a load and so overhang the flat platform body by 6 in. to produce an overall width of 9 ft.?

An extension of a body, such as a container, securely fastened and used to carry goods without being removed is likely to be regarded as an alternative part of the vehicle. The overall dimensions of the vehicle must therefore include any overhang of the container.

In these circumstances, the use of such a vehicle on the road would contravene Regulation 37 of the Motor Vehicles (Construction and Use) Regulations, 1955, which limits the overall width of a goods vehicle of 4 tons or more unladen weight to 8 ft.

If, however, a loaded container is put on the vehicle or alternatively is used only occasionally, it could be regarded as part of the load and not part of the vehicle. In that event, use of the container would be permitted under Regulation 102, which limits the side overhang of loads to a maximum of 1 ft. each side, and the total width of loads to 9 ft. 6 in.

It must be emphasized, however, that interpretation of the law as to which set of circumstances did apply must always remain a matter for the courts.

Additionally, in the London area, any vehicle with a load which exceeds 8 ft. 6 in. in overall width is prohibited, in certain districts, except with the written consent of the Commissioner of Police.

BECAUSE his own vehicle has been damaged in an accident, an operator in the north-west asks what would be a fair hire charge for an 8-ton platform vehicle with driver on the basis of a weekly mileage of 1,000. His insurance cover is limited to third party, the amount for loss of earnings is under dispute, and the vehicle has been off the road for two months.

As shown in "The Commercial Motor's Tables of Operating Costs" the recommended minimum charge for the hire of an 8-ton oil-engined platform vehicle, averaging 1,000 miles per week, is £89 1s.

In addition to the cost of hiring a replacement vehicle, some items would still have to be met in relation to the operator's vehicle whilst it was under repair. These items would include all the standing costs as set out in the Tables, with the exception of driver's wages—licences, rent and rates, insurance and interest. There would also be a proportion of overhead costs which would continue whilst the original vehicle was off the road.

The position would be clarified if the total operating cost of the damaged vehicle were obtained for, say, two months before the accident, apportioned between running costs, standing costs and overhead costs. Such figures, based on the operator's actual experience, would represent a fair basis on which to calculate a claim. In short, only running costs cease while the vehicle is under repair.

ASSESSMENT of reasonable standing and running costs of a quantity-produced, oil-engined 7-tonner is a request from another reader.

Assuming that the average weekly mileage is 600, the five standing costs per week are reckoned as follows: Licences, 15s. 6d.; wages, £9 11s. 6d.; rent and rates, 11s. 6d.; insurance, 17s. 2d.; interest, 18s. 3d.; total, £12 13s. 11d.

Running costs per mile are calculated as: fuel, 3.07d.; lubricants, 0.25d.; tyres, 1.48d.; maintenance, 2.34d.; and depreciation, 1.84d.; total, 8.98d.

The licence duty is based on an unladen weight of 3 tons 4 cwt. and the driver's wages on a basic week of 44 hours, in accordance with the rates applicable to Grade I areas as set out in R.H. 66.

B4C

Replies to Readers' Inquiries Include the Legality of Overhang of Detachable Bodies, Assessment of a Fair Hire Charge and 7-tonner Operating Costs

Depreciation is calculated on the conservative figure of 150,000 miles as an average vehicle life. The maintenance cost of 2.34d. per mile can be sub-divided into 0.41d. for greasing and servicing, which is normally done on a weekly basis and 1.93d. per mile for other repairs more directly dependent upon the mileage operated.

The costs so far given do not include any allowance for either overhead (or administrative) costs, or for profit margin. As an average figure, it is suggested that an additional allowance of 20 per cent. be made to both standing and running costs for overhead expenses, together with a further 20 per cent. for profit margin.

A FURNITURE manufacturer, considering the purchase of an additional vehicle, asks what is the maximum permissible length for an articulated unit and trailer comprising a two-axle four-wheeled prime mover and a one-axle two-wheeled semi-trailer. He is under the impression that a length of 33 ft. is permitted, but the complete vehicle he has been offered measures 36 ft.

In accordance with Motor Vehicles (Construction and Use) Regulations No. 482/55, the maximum permitted length of an articulated goods vehicle is 35 ft. This is increased to 36 ft. only when the vehicle concerned is an articulated eight-wheeler first registered before January 1, 1931. There is, however, no overall length limit for an articulated vehicle constructed and normally used for the conveyance of indivisible loads of exceptional length.

The combination of axles or wheels has relevance only in relation to the maximum permitted legal weight. The total laden permitted weight for an articulated goods vehicle is 20 tons with a two-wheeled semi-trailer, and 24 tons where the semi-trailer has four or more wheels.

HOW do I apply for membership of the Institute of Transport and what grades are there?" another reader asks.

There are five grades—student, graduate, associate member, member and associate. Initial application for membership of the Institute would normally be as a student. Candidates must be at least 17 years of age and be engaged, or intending to be engaged, in transport. For students, the entrance fee is £1 1s. and the annual subscription in Great Britain and Ireland £1 15s.

Application for membership should be made to the secretary, Institute of Transport, 80 Portland Place, London, W.1.

REFERRING to drivers' hours in this series of February 26, I commented on the legality of three successive spells of duty on a Monday, Tuesday and Wednesday. The hours on the Tuesday were "7 a.m. to 11 a.m.; stand by in garage until 6.50 p.m. (including an hour's lunch break); then work until 11.30 p.m."

I pointed out that if the time spent standing by in the garage included any work in connection with a vehicle or its load, this would legally be considered as driving time in accordance with Section 19 of the Road Traffic Act, 1930.

It should be added that, apart from this aspect, the duty must also be so arranged that the driver could have at least 10 hours' consecutive rest in the 24-hour period calculated from the commencement of driving. This rest period can be reduced to nine hours provided the driver is allowed at least 12 consecutive hours for rest during the next following period of 24 hours.

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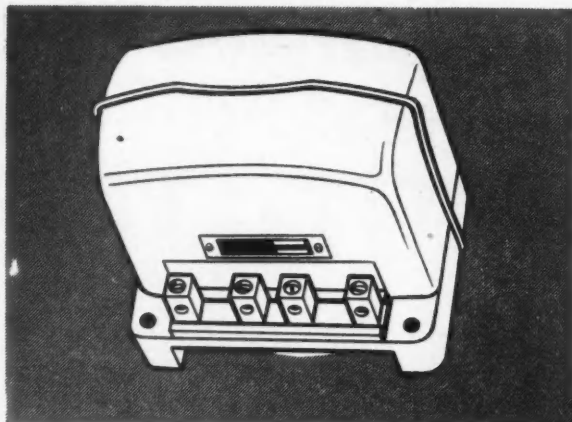
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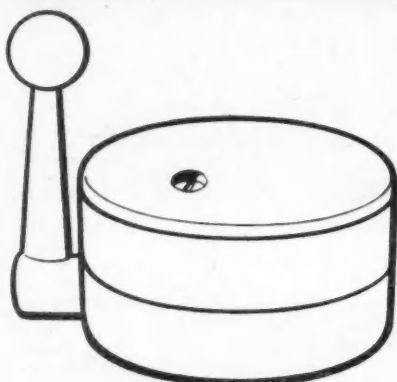
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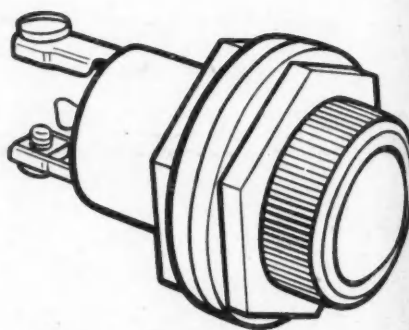
To owners who won't let their drivers down.

As makers of fuel injection pumps... turbochargers... long-life couplings... we are well aware of the kind of robustness that all equipment, including electrics, for commercial vehicles must have if they are to give continuous trouble-free service. The design of each of the units shown below is based on this experience.

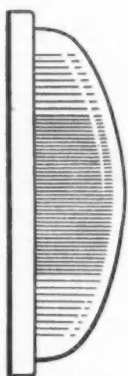
◀ Interrupter unit—no rotary moving parts—no lubrication.



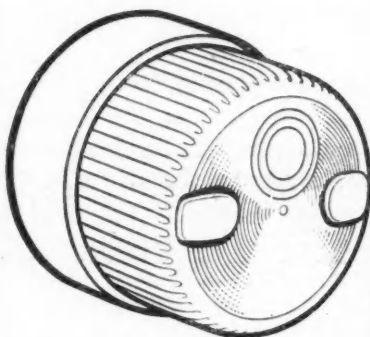
Indicator switch



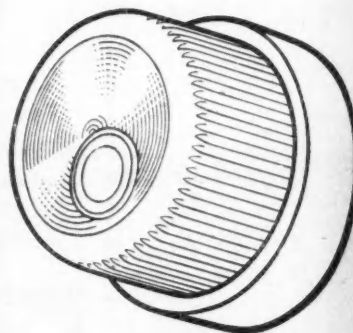
Panel warning light—gives positive indication of both normal operation and failure.



Side Direction Indicator Lamp.



L.C. Series Stop/Tail lamp.



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Simms

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Taken together, these units form a complete and reliable road signalling system for all commercial vehicles.



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A DUTCH big aircraft an articulated concern, of Eir Shell Nederland number to be and it is stated replenish the t as a Douglas D

The prime m behind the c housing the p controls. One canopy. Over the beam of th component. T supported by f pairs by latera

The centre forward end of another pivot

Meat

A REAR can loading and Thames Trade





The tank of this D.A.F. outfit pivots up and down on a beam which turns laterally on a point at the rear of the tractor.

Novel Layout of Dutch Refueller

A DUTCH approach to the design of big aircraft refuellers is typified by an articulated outfit which the D.A.F. concern, of Eindhoven, are building for Shell Nederland. It is the first of a number to be used at Schiphol airport, and it is stated that two such outfits could replenish the tanks of an aircraft such as a Douglas DC-8 in about 16 minutes.

The prime mover is a four-wheeler, and behind the cab is a box-type body housing the pumping equipment and controls. One side opens to form a canopy. Over the rear axle is a pivot for the beam of the front bogie of the tank component. The rear of this beam is supported by four wheels suspended in pairs by laterally mounted leaf springs.

The centre of the beam carries the forward end of the tank, the union being another pivot to accommodate up-and-

down movement. The 8,800-gallon tank is a truncated cone with an elliptical cross-section at the front and circular at the rear, where it rests on two pairs of single wheels in line.

A device known as a fuel monitor is

incorporated in the pumping gear. Developed by Shell engineers, this detects traces of water in the kerosene and stops the delivery flow if necessary. It is experimental but good results have already been shown.

Special traffic arrangements had to be made when the outfit travelled from Eindhoven to Schiphol.

B.R. Said to Have Neglected Cattle

AT Salisbury, last week, Mr. C. J. McDonald, Deputy Western Licensing Authority, heard an application by W. Dewey and Sons, Donhead, Shaftesbury, for variation of an A licence for two vehicles. A witness claimed that the railways had neglected cattle.

Mr. T. D. Corpe, for the applicant, said four members of the Dewey family drove vehicles, and the firm also employed

other drivers in connection with their contracting business.

At present, two vehicles were licensed to carry furniture and household goods, as well as livestock, within an area of 45 miles, and other goods within an area of 20 miles. They were asking to be allowed to take livestock and other goods, mainly agricultural produce and requisites within a radius of 100 miles.

The application was made because of additional demands from farmers and other customers, which could not be met with the A licence fleet, which was working to capacity, with average earnings of £3,000 per annum per vehicle. The vehicles under B licences were not fully occupied and averaged about £1,400 per annum per vehicle. The application was supported by Messrs. John Jeffery and Son, auctioneers of Shaftesbury.

Grain Deliveries

The firm were also engaged in carrying for the Milk Marketing Board and it was expected that the production of sugar beet would be increased in the area. They carried grain for Dorset Farmers to London and brought back cake which they distributed to farmers in Dorset. British Railways did not make collections of grain for Dorset Farmers.

Mr. James Wilson, a director of W. L. Stephenson, Ltd., said the applicants did a considerable amount of hauling for his company in livestock and sugar beet. Valuable show cattle had been sent by British Railways but this was unsatisfactory. On one occasion the cattle were left without water or heat for five hours. He complained to British Railways and the reply blamed the control men.

The Deputy Authority varied the licence to read "livestock, agricultural produce and requisites for 100 miles, furniture and household effects 45 miles and other goods 20 miles."

Meat Van With Folding Rear Canopy

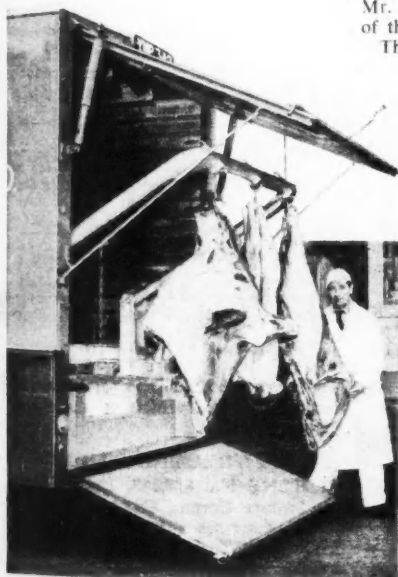
A REAR canopy to protect meat during loading and unloading is fitted to a Thames Trader van supplied to the

Evesham and District Butchers Co., Ltd., by Coulters Garage (Evesham), Ltd. Bodywork was built by Messrs. Drew Bros., Framton Cottrell, to the design of Mr. Gerald Clifton, managing director of the operators.

The vehicle has a County Market Loader device, but instead of there being double rear doors a tailboard and canopy have been provided. The tailboard drops to the ground to form a ramp giving entry to a rear well, whilst the canopy is supported by stays when open. A tubular damper is fitted on each side of the canopy for smooth closing.

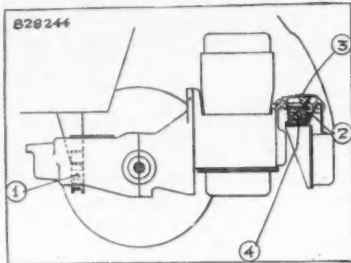
Floor sections of the body were welded together to prevent seepage of fluids, and the insulant comprises a 2-in. layer of expanded polystyrene.

Messrs. Drew Bros. constructed this equipment on a Thames Trader van to the design of Mr. G. Clifton, of the Evesham and District Butchers Co., Ltd. The loading device is a County Market Loader. Coulters Garage (Evesham), Ltd., supplied the vehicle.



Mounting for Rear Engines

PATENT No. 828,244 refers to vehicles which have the engine, gearbox and back axle in one rear-mounted unit. Vertical vibration arising from the engine must be absorbed by its mountings to eliminate resonance. The patent shows a mounting layout which is said to meet



this requirement. (Fiat Societa per Azionin, 200 Corso Giovanni Agnelli, Turin, Italy.)

Referring to the drawing, the front of the drive unit is mounted on a pair of rubber blocks (1) in a suspended cradle. The blocks, seen from the front, are arranged in V-formation.

At the rear, a cross-member carries a helical spring (2) upon which the assembly rests. The unit is guided by a double-armed link (3) pivoted on both the cross-member and the engine.

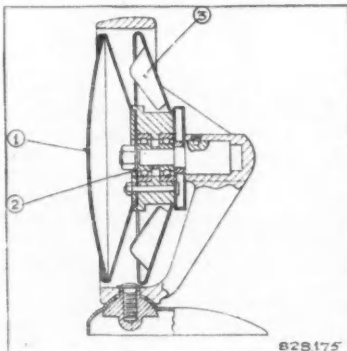
With the engine idling, the helical spring absorbs any vertical movement but, when torque reaction is transmitted from the road wheels, the spring is fully compressed and a pair of opposed rubber buffers (4) creates a resilient mounting.

SELF-CLEANING MIRROR

EXTERNAL rear-view mirrors can become obscured by rain or snow. A mirror shown in patent No. 828,175 is self-cleaning. (H. Smallbone, 116 Raddleburn Road, Selly Oak, Birmingham, 29.)

The drawing shows a section of the mirror and its mounting. The mirror itself (1) is carried on a hub (2), which revolves freely on ball bearings. Behind the mirror are wind-vanes (3), which spin it by air movement when the vehicle is in motion.

Though centrifugal force is normally



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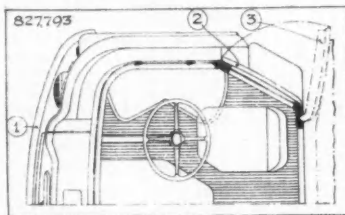
sufficient to keep the mirror surface clean, the patent covers the addition of a stationary wiper blade. The use of electric drives or mechanical cable drives is mentioned also.

ANGLED MORRIS CAB

PATENT No. 827,793 covers features of the angled-door cab fitted to the Morris FG truck range. (Morris Commercial Cars, Ltd., Adderley Park, Birmingham, 8.)

A half-plan view of the cab is shown in the drawing in which 1 is the front of the vehicle. The back panel of the cab is shortened transversely and the doors (one at each side) are placed on the rear quarters as shown at 2.

This location places the door (3) behind the wheel-arch, and keeps it within the width of the body when it is open.

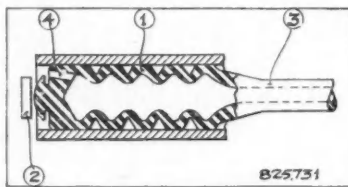


This makes for safety and is helpful when reversing, because the door can be left open.

SEALED HYDRAULICS

A HYDRAULIC transmitter and follower unit which cannot leak is the subject of patent No. 825,731 (Ford Motor Co., Ltd., 88 Regent Street, London, W.1).

The drawing shows the transmitter unit. This consists of a rubber bellows (1) which is radially rigid. It is enclosed in a metal sleeve and is operated as a piston by a thrust member (2).

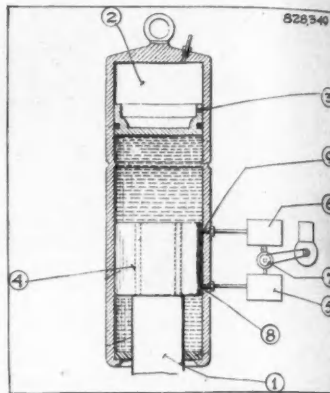


The follower unit is identical in construction to the transmitter and is connected to it by a pipe (3). The two bellows and the connecting pipe are a one-piece moulding so that leakage cannot occur unless the moulding is fractured. The assembly is filled with liquid through a small hole (4) which is then sealed.

HYDRAULICALLY CONTROLLED AIR SPRING

A PNEUMATIC spring built integrally with its hydraulic control mechanism is shown in patent No. 828,349 (C. de Carbon, 64 Boulevard Maurice Barrés, Neuilly-sur-Seine, France).

The suspension unit shown comprises a cylinder attached to the chassis frame



and a piston rod (1) connected to the axle. The upper space (2) in the cylinder is defined by a free piston (3) and is filled with compressed air. Below the free piston is liquid, in which the main piston works. The piston can reciprocate because of by-pass bores (4).

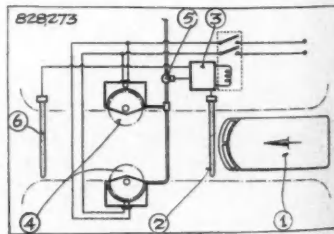
Liquid under high pressure is held in a reservoir (5) and a low-pressure reservoir is provided at 6. An engine-driven pump (7) maintains the pressure.

In operation, the piston rises with axle deflection to uncover the high-pressure port (8). More liquid is forced in and, passing through the by-pass, raises the free piston to compress the air trapped in the chamber. This increases the resistance of the suspension. If the load decreases, liquid escapes through the low-pressure port (9) and returns to the pump system.

ECONOMIC WASHING

PATENT No. 828,273 shows an automatic vehicle washing unit that switches itself on and off as a vehicle enters and leaves. (O. Smith and The Equipment and Engineering Co., Ltd., Norfolk Street, London, W.C.2.)

Referring to the plan view shown in the drawing, 1 is a vehicle about to enter the bay. On approach it runs over a flexible tube (2) which operates a pneumatic switch (3). This sets the rotary brushes (4) in motion and simultaneously turns on the liquid supply valve (5).



A second flexible tube (6) signals the departure of the vehicle to cause both actions to cease.

BALL BEARING SPLINES

PATENT No. 827,138, from General Motors Corp., Detroit, Michigan, U.S.A., describes a ball-bearing splined drive shaft for independently sprung wheels.

March 25, 1960

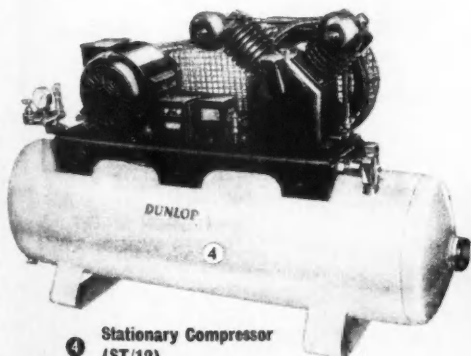
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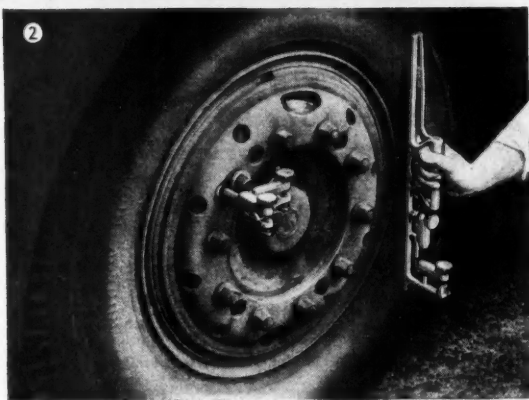
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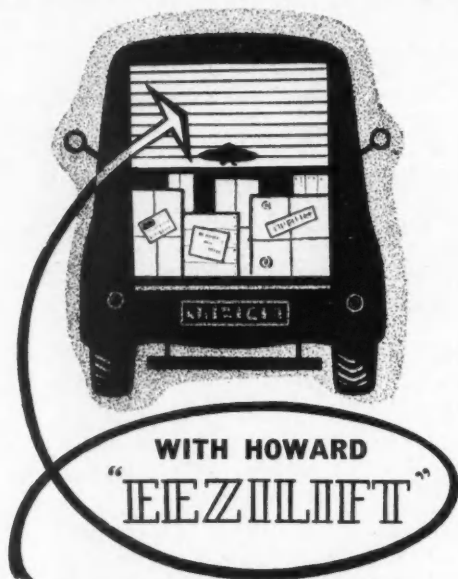
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SECURE THOSE GOODS!

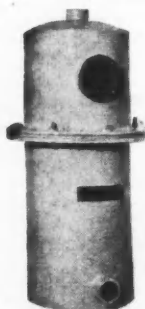


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Combine safety with efficiency by fitting "Eezilift" shutters. The all-metal bearings ensure easy manipulation with no bounce or rattle. Smart in appearance. An indispensable asset to all commercial vehicles.

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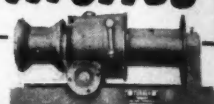
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Model illustrated on the right is the 5,000 lb. winch with capstan.

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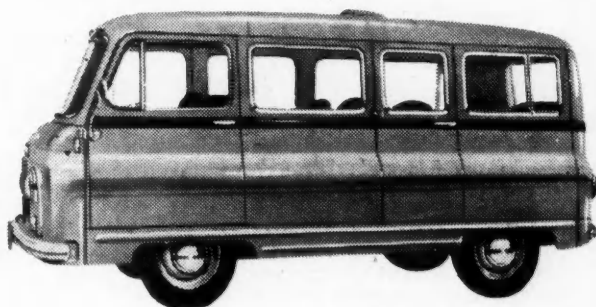
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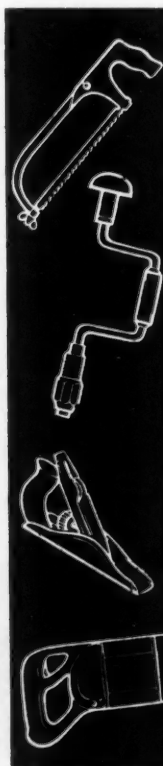
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1956 Bedford/Duple 41-seater. Full Luxury Coach. Exterior Black and Orange. Seating trimmed in Fawn Mohair. This vehicle is fitted with every conceivable extra and was formerly used for high-class continental touring. Price **£2,450**

1957 Bedford/Plaxton 41-seater. Full Luxury Coach. C.O.F. June 1964. Exterior Cream. Seating in Red and Green patterned moquette. Extras: Heaters and Demisters, Width Marker Lamps. Price **£2,575**.

1955 Bedford/Plaxton 36-seater. Full Luxury Coach. -Recertified to March 1965. Exterior two shades of Blue. Seating Red patterned moquette. Extras: Radio with Public Address, Heater and Demisters, Formica Side Casings, Width Marker Lamps. Price **£1,995**.

1954 Bedford/Burlingham 36-seater Coach. C.O.F. March 1963. Exterior Cream and Black. Seating in Rust patterned moquette. Heater and Demister. Price **£1,875**

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Choice of 1951 and 1952 Bedford/Duple and Paxton 33-seater Coaches at Prices from **£800**.

1957 Austin/Kenex 13-seater Coach. Exterior Red. Diesel engine fitted. C.O.F. October 1964. Splendid vehicle. Price **£875**

1953 A.E.C./Gurney Nutting 41-seater Full Luxury Coach. C.O.F. 1963. Exterior in Light Blue with Cream roof and wings. Seating in Blue patterned moquette. Extras: Heater and Demisters, Radio with Public Address, Width Marker Lamps. Engine just overhauled—new Pistons and Liners fitted. Price **£2,000**.

1953 A.E.C./Whitson 41-seater Full Luxury Coach. C.O.F. October 1962. Exterior Black and Cream. Seating in Ocelot with Black Leather Headrests. Extras: Heaters and Demisters, Width Marker Lamps. Price **£1,650**.

1951 A.E.C./Burlingham 41-seater Full Luxury Coach. C.O.F. June 1960. Exterior Cream. Seating in Red patterned moquette. Extras: Radio, Heater and Demisters, Formica Side Casings. Price **£1,950**.

1952 A.E.C./Harrington 39-seater Full Luxury Coach. C.O.F. 1962. Exterior Red and Cream. Seating in Red patterned moquette. Price **£1,750**.

1953 Albion/Duple 33-seater Full Luxury Coach. C.O.F. January 1964. Exterior Maroon with Cream Flash. Seating in Red patterned moquette. Splendid condition throughout. Price **£1,150**.

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SIX 6 x 6 chassis
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1955 A.E.C.
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condition.

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1955 Chieft
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1957 Clydes
engine,
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CLASSIFIED

THE COMMERCIAL MOTOR

ADVERTISEMENTS

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50, Hartford St., Coventry. Telephone: Coventry 27414.
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GOODS VEHICLES FOR SALE AND WANTED

USED GOODS VEHICLES

A.E.C.

NEWPORT MOTOR SERVICES. East Usk Rd., Newport, Mon. Phone 59241.
1959 A.E.C. Mercury 10-ton tipper, aluminium body.
SEDDON distributors for Monmouthshire. 849-131

SDX 6 x 6 chassis and cab and tankers diesel, direct from S.M.O.I. in good condition. H.B.H. Motors, Ltd., Colnbrook, Bucks. 849-158

A.E.C. 1955 Mercury long-wheelbase truck, fitted with 7.7L diesel engine and 21-ft. 6-in. alloy platform body with extended headboard. The whole vehicle is in immaculate condition and is ready for immediate work.
MAYFAIR GARAGE (TAMWORTH), LTD. Coleshill Rd., Fazeley, near Tamworth, Staffs. 849-199

A.E.C. MAMMOTH Major, 1948, rebuilt 1957, good tyres, 20-cu.-yd. tipper. Gotts, Rectory Place, Portsmouth Rd., Guildford. 849-243

A.E.C. 6 by 6 chassis with 9.6-litre engines, condition as new, 1400 by 20 tyres, 8-cu. yd. tipper, choice of 10, best offer secures. Box CM4919, care of "The Commercial Motor." 849-333

1955 A.E.C. 8-wheeler, 9.6 engine, double drive, air brakes, 24-ft. platform body, in very nice condition. 849-199

1950 A.E.C. 4-wheeler with 20-ft. box body, 9.6 engine, 5-speed box trailer, hitch, etc., £475.

1951 A.E.C. tractor unit, 9.6 engine, 5-speed box, air brakes, in sound and clean condition, fitted S.A.E. coupling, one owner, a very large concern, bargain.

1950 A.E.C. 8-wheeler, 24-ft. platform body, double drive, 9.6 engine, air brakes, very good runner, £950.

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Used Goods Vehicles (contd.)

1955 Chieftain, 18-ft. alloy platform body; choice of two.
ARLINGTON MOTOR CO. High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 849-316

ALBION 1951 (September) Chieftain diesel 1,000-cu.-ft. Linton van, one C user, fitted 5-speed gearbox, excellent throughout. £395. W.E.M. Motors (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phones, Cherrywood 4122 and 4598. 849-1111

1951 ALBION 8-wheeler, double drive, duramin cab, one owner, perfect condition, £600.
PIRBRIDGE GARAGE. Pirbright Rd., Southfield, S.W.18. Vandyke 6188. 849-291

1951 Chieftain, 17-ft. flat body, now being rebuilt. £325. East 1132. 849-267

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THE NIGHTINGALE ENGRG. CO. LTD.

THE LONDON DISTRIBUTORS FOR ATKINSON.

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1957 ATKINSON 8-wheeler, Gardner 6LW, excellent condition.

1955 ATKINSON 8-wheeler tipper, underbody gear, timber body, very nice condition.

1955 ATKINSON 8-wheeler, 24-ft. platform, Gardner 6LW, very good condition.

SCOTTS OF NOTTINGHAM, LTD.

LAMBOURNE DRIVE,

NOTTINGHAM.

Phone, Deer Park 221. 849-100

1955 Model SNO 1486 with wooden platform body, Gardner 6LW engine, double drive.

ARLINGTON MOTOR CO. High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 849-318

CLASSIFIED ADVERTISEMENTS INDEX TO HEADINGS

USED GOODS VEHICLES FOR SALE AND WANTED	page 49
NEW GOODS VEHICLES FOR SALE	" 62
NEW PASSENGER VEHICLES FOR SALE AND WANTED	" 64
NEW PASSENGER VEHICLES FOR SALE	" 69
MISCELLANEOUS VEHICLES FOR SALE AND WANTED	" 69
SPARE PARTS AND SUPPLIES	" 71
MISCELLANEOUS ADVERTISEMENTS	" 77

Used Goods Vehicles (contd.)

RYLAND GARAGE, LTD.,
MIDLAND DISTRIBUTORS.

1955 ATKINSON 8-wheeler, 24-ft. 6-in. flat, 6LW good tyres, reasonable price for quick sale.
USED ATKINSON 8-wheelers always available.

RYLAND GARAGE, LTD.,
RYLAND STREET,
BIRMINGHAM, 16.

Edgbaston 4501-5. 849-469

1955 ATKINSON 8-wheeler, 6LW engine, 5-speed box, double drive, brand new 24-ft. platform body, air brakes, in exceptionally clean condition, £1,600; also other good Atkinsons in stock.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. 849-408

1956 ATKINSON tractor unit, 5LW engine, 900 by 20 tyres with two 14-ton 24-ft. Dymco trailers complete with landing gear, guaranteed excellent condition and ready for work.
MONKTON MOTORS, LTD., Wallingford Rd., Oxbridge (S574), Mids. 849-488

AUSTIN

CAR MART, LTD.

SIX MONTHS' GUARANTEE WHERE STATED.

1958 AUSTIN 10-cwt. 101 van, £365.

1955 AUSTIN A40 van, guaranteed, £295.

1957 AUSTIN A152 Omnivan, guaranteed, £365.

1955 AUSTIN LD1 1-ton van, £225.

1955 AUSTIN A40 gowp van, £245.

1959 AUSTIN A35 van, 12,000 miles, guaranteed £185.

1957 AUSTIN A152 13-seater Omnicoach, £445.

1958 AUSTIN Gipsy, soft top, £195.

THE CAR MART, LTD.

WELSH HARP,

EDGWARE ROAD, N.W.9.

Hendon 6500. 849-24

DAWNIER MOTORS, LTD.,

TATTENHAM CORNER,

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Burgh Heath 7117 and 7118.

NEW AUSTIN Omnicoach, primer, immediate delivery

NEW AUSTIN 10-cwt. van, grey, immediate delivery.

1959 15-cwt. Omnivan, heater, spare wheel, £440.

1956 AUSTIN A40 10-cwt., £285.

WANTED, used AUSTIN LD1 1-ton van, 1958 or 1959. 849-139

AUSTIN 6 x 4 chassis and cab, very low mileage, complete with new battery, spare wheel and tyre, £180.

L. W. VASS, LTD., Amptill, Bedford. Amptill 3255, zzz-912

NOVEMBER, 1954, AUSTIN long-wheelbase, 10-ft. body, Perkins diesel, coachbuilt forward cab, £295. 373 East Bank Rd., Sheffield. Phone 29139, 37529, 396241. 849-223

Used Goods Vehicles (contd.)

MARSTON MOTOR CO., LTD.
SEVEN SISTERS ROAD,
TOTTENHAM, LONDON, N.15.
Phone Stamford Hill 8000.

OFFER FROM STOCK
NEW LUTON VANS FOR IMMEDIATE DELIVERY.

- NEW AUSTIN 7-ton forward-control 1,800-cu.-ft. Luton van.
NEW AUSTIN 5-ton forward-control 1,700-cu.-ft. Luton van.
NEW AUSTIN 15-cwt. gown van.
NEW AUSTIN 7-ton drop-side truck, power steering.
NEW AUSTIN 7-ton 160-in.-wheelbase chassis-cab, Eaton 2-speed axle.
NEW AUSTIN 5-ton 160-in.-wheelbase chassis-cab.
1958 AUSTIN Omnivan, low mileage, excellent throughout, £390.
1957 AUSTIN 4-ton 3.4-litre diesel 1,600-cu.-ft. Luton van.
1955 AUSTIN A40 van, green, £255. 849-506

SCOTTORN, LTD.
KINGSTON ROAD,
NEW MALDEN, SURREY.
Malden 3633.

- NEW AUSTIN 5-ton long-wheelbase normal-control drop-side truck, diesel, list price.
NEW AUSTIN Omnicoach, 13-seater, list price.
1959 AUSTIN Omnicoach, 9,000 miles, £540.
1959 B.M.C. 7-ton drop-side, Eaton 2-speed axle, 9,000 by 20 tyres, power steering, heater, 11,000 miles, £1,275. 849-593

HUNTER VEHICLES, LTD.
290 SOUTHBURY ROAD,
ENFIELD.
Phone, Howard 4184.

- 1955 1-ton AUSTIN diesel van, one owner, plain colour, excellent condition.
HIRE-PURCHASE terms arranged. 849-315

WEYBRIDGE AUTOMOBILES (DISTRIBUTORS), LTD.
QUEENS ROAD, WEYBRIDGE.
Weybridge 2233.

- 1957 AUSTIN normal control, 3-ton diesel platform, good condition, £445.
1956 AUSTIN 15-cwt. van, £290. 849-373

- 1956 AUSTIN B.M.C. diesel articulator, S.A.E. coupling gear with 22-ft. Dyson platform trailer, unit on 7.50 by 20 tyres, trailer 8.25 by 20 tyres, all very good, whole of the vehicle in good condition and ready for work.

THE MINORIES GARAGES, LTD., Northgate, Darlington. Phone 66123. 849-15

- 4X4.** Good selection, low mileage, M.O.S. rebuilds from £150 each; 6 x 4, very low mileage, M.O.S. rebuilds, chassis and cabs from £175 each.
CUNDEY AND STEWART, LTD., Alfreton, Derby. Phone, Leabrooks 477. 849-817

AUSTIN 5-ton long wheelbase, T. E. Cunliffe, 45 Wellington Rd., Handsworth, Birmingham, 20. Northern 0832. 849-116

- 1957 AUSTIN 1-ton van, grey, £325.

H. TAYLOR AND CO., LTD. Elmbridge 0081. 849-196

AUSTIN, 1957, 3-ton forward-control diesel with insulated body, ideal meat, etc., 36,000 recorded miles. Offers, R. J. Watts, 39 South St., Dorchester. Phone 290. 849-188

- 1956 Austin B.M.C. diesel 7.8-ton 17-ft. platform truck, 2-speed axle, one owner from new, unladen weight tons 19 cwt., £495. W.E.M. Motors (below). 1958 (December) Austin B.M.C. 4.5-ton long-wheelbase double-sided truck, guaranteed 15,000 miles only and as brand new, in primer, £795. W.E.M. Motors (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phones, Cherrywood 4322 and 4568. 849-306

- 1955 AUSTIN A40 gown van, in immaculate condition, really wants seeing, £235. Edgware 2572. 849-357

1956 Long-wheelbase 7-ton AUSTIN, 6-cylinder diesel, power steering, 2-speed axle, reconditioned engine (four months), excellent vehicle.

COOMBS SERVICE STATION, LTD., By-pass Rd., Guildford. Phone 62962. 849-348

NOVEMBER, 1958, 702 7-ton long-wheelbase forward-control platform truck, one owner-driver only, good tyres, exceptional condition throughout, £905.

SPARSHATTS, Millbrook, Southampton 74947. 849-415

Austin Wanted

AUSTIN 4 by 4 chassis-cab, Box CM489, care of "The Commercial Motor." A34

Used Goods Vehicles (contd.)

BEDFORD

LAWSON PIGOTT MOTORS, LTD.
BEDFORDS ARE OUR BUSINESS.
FOR SOUNDEST VALUE AND
AFTER-SALES SERVICE.

VANS, TRUCKS, TIPPERS, PANTCHNICON, NEW AND USED, WIDE RANGE NOW IN STOCK.

- NEW BEDFORD Luton van and pantchnicon, diesel, 4-ton low-loading chassis with 1,000-1,200-cu.-ft. Luton bodies. Early delivery, from £1,200, in primer.
NEW BEDFORD tipper, 6-ton, diesel, Telchoist, 5-cu.-yd. steel drop-sided body.
NEW BEDFORD tipper 6½-ton, diesel, 6-cu.-yd. steel body.
NEW BEDFORD tippers, 7-ton, diesel, 6-cu.-yd. steel drop-side bodies.
NEW BEDFORD, extra long, 5-ton normal-control chassis-cab diesel.
NEW BEDFORD 5-ton normal-control long-wheelbase chassis-cab, diesel.
NEW BEDFORD 4-ton normal-control long-wheelbase chassis-cab, diesel.
NEW BEDFORD Utilabrike.

- 1956 58 BEDFORD 10-cwt. vans, from £175.
1957 BEDFORD Utilabrike, £365.
1958 BEDFORD Workabus, £425.

BUY now!! Take advantage of low hire-purchase deposit: part-exchanges certainly with fair allowances.

SALES STAFF IN ATTENDANCE UNTIL 5 P.M. SATURDAYS.

PHONE BARNET 1061.

186 NEW BARNET ROAD,
NEW BARNET.
320 KING STREET, HAMMERSMITH,
LONDON, W.6.

PHONE RIVERSIDE 4111. 849-167

PARSONS AND PARSONS (GARAGES), LTD.

THE BEDFORD MAIN DEALERS.
FOR YOUR NEW OR USED BEDFORDS, BACKED BY SEVEN DAYS A WEEK AFTER-SALES SERVICE. OFFER, SUBJECT TO REMAINING UNSOLD, THE FOLLOWING:—

NEW BEDFORDS. IMMEDIATE DELIVERY.
ALL PRICES EX WORKS.

- NEW BEDFORD 15-cwt. short van, £452.
NEW BEDFORD Calithorpe Home Cruiser caravan, cream and ivory, many extras, £843.
NEW BEDFORD 25-cwt. normal-control chassis, 200 diesel, £657.
NEW BEDFORD 3-ton normal-control chassis-cab, 200 diesel, 7.50 by 16 8-ply tyres, £840.
NEW BEDFORD 5-ton extra-long normal-control, 300 petrol, fitted 1,100-cu.-ft. Luton body, 7.50 by 20 10-ply tyres, £1,485.
NEW BEDFORD 6-ton forward-control chassis-cab, 300 diesel, 8.25 by 20 12-ply tyres, £1,142.
NEW BEDFORD 7-ton forward-control 168-in. chassis cab, 300 diesel, 9.00 by 20 12-ply tyres, £1,200.
NEW BEDFORD 7-ton forward-control 168-in. 19-ft. platform body, 300 diesel, 2-speed axle, 9.00 by 20 12-ply tyres, £1,443.
NEW BEDFORD 10-ton forward-control tractor unit, 300 diesel, fitted Scammell coupling, 7.50 by 20 10-ply tyres, £1,717.
NEW BEDFORD 3-ton normal-control truck, 214 petrol, 7.50 by 16 8-ply tyres, £800.
NEW BEDFORD 10-ton forward-control tractor unit, 351 Leyland, 7.50 by 20 10-ply tyres, 5-speed gearbox with Scammell coupling, £1,681 5s.

USED BEDFORDS.

- 1958 BEDFORD 15-cwt. Osborne milk floats, choice of six, £395.
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1957 BEDFORD 5-ton petrol drop-side metal body tipper, £475.
1956 BEDFORD 7-ton forward-control long-wheelbase diesel chassis-cab, fitted new flat platform body, complete with headboard, choice of four, £750.
1953 BEDFORD 5-cu.-yd. tipper, petrol, £400.
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1954 BEDFORD A-type 5-ton van, 800 cu. ft., good tyres, outstanding condition, £325. Lanes Motors, 747 Dunstable Rd., Luton. Phone, Luton 51451. 849-21

1957 BEDFORD 7-ton long-wheelbase forward-control petrol platform lorry, £665. Hartwell Motors, Charnminster Rd., Bournemouth. Winton 1777. 849-151

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A choice of excellent vans and conversions. H.P. facilities available.

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1956 BEDFORD 5-ton long-wheelbase diesel tipper, drop-side wooden body with extension sides, £25 by 20 tyres, one careful owner from new, £575.
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1955 BEDFORD 5-ton long-wheelbase diesel tipper, drop-side wooden panelled body, good condition, £525.
EASY hire-purchase terms and part-exchanges from Shukers, Ltd., Broad St., Sheffield, 2. Phone 20311 or 50218 after 6.30 p.m. 849-236
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4X4 With winch, low mileage, M.O.S. rebuilds, from £150 each.
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SHAW AND KILBURN, LTD., 143 Cambridge St., Aylesbury, Bucks. Aylesbury 2321. 849-138
1956 BEDFORD diesel 8-cu.-yd. tipper, U-shape body, underfloor van, has only been used on light work. H.B.H. Motors, Ltd., Colnbrook, Bucks. 2741. 849-157
1952 BEDFORD 5-ton boxvan, heavy-duty engine, etc., road tyres and running order, £115 o.n.o. Kelly's Removals. Phone, Guildford 5758. 849-xA4255

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1955 BEDFORD 7-ton long-wheelbase platform diesel good condition, £550. 849-168

OCTOBER, 1959, BEDFORD 2-3-ton drop-side truck, 600 miles only from new, fitted blinkers, truck still in primer, £725. James Valler, The Dean, Alfreton, Hants. Phone, Alfreton 2344. 850-x4254

1955 BEDFORD 7-ton long-wheelbase drop-side, in exceptionally good order, £300 o.n.o. 57 Waller St., Luton 3748. 849-186

1958, September, BEDFORD 5-type articulated unit, Scammell coupling, 300 Diesel engine, 2-speed axle, £675.
THOMAS S. WHITNEY AND CO., LTD., 270-283 Scotland Rd., Liverpool, 5. North 3191. 849-274

Used Goods Vehicles (contd.)

1954 BEDFORD 5-ton long-wheelbase cattle truck, diesel, very clean and in excellent mechanical condition throughout, repainted blue, £525.
1953 BEDFORD 7-ton short-wheelbase end-ramp tipper, U-shaped body, petrol, £250.
1956 BEDFORD 7-ton short-wheelbase tippers, diesel, choice of three, all ready for work, repainted to choice, £550.
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1956, October, BEDFORD 7-ton, R6 diesel, platform, 8.25 by 20 tyres, as new, ex C licence, excellent condition, £565.
1951 BEDFORD (with Neville cab), 1,000-cu.-ft. Luton, 5-ton in very good condition, £185.

PHONE EDGWARE 2572. 849-353

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1957, November, BEDFORD 35-cwt. diesel van, very good condition throughout, £575.
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BEDFORD 1956 5-ton long-wheelbase A-type chassis and cab, fitted with Perkins P6 engine. This vehicle has had one owner and can be supplied with either a drop-side or tipping body. Very good condition.
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1956 CA van, clean condition, sound runner, £250. Brew Bros., Ltd., 133 Old Brompton Rd., S.W.7. Fre 3333. 849-249

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EXCHANGE 6-ton steel-bodied BEDFORD tippers, new £1958, for 5-ton mobile crane.
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1957 BEDFORD 15-cwt. platform truck.

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SPURLING MOTOR BODIES, LTD., 176-9 Shoreditch High St., E.1. Sho 8433. 849-436

FEBRUARY, 1955, ASDO 5-ton long-wheelbase, 14-ft. wooden tipping body with Teicholt underbody gear, P6 engine, good condition, £525.

SPARSHATTIS, Millbrook, Southampton 74947. 849-416

1956 BEDFORD long-wheelbase petrol tipper, drop-sides and calibrated for 6 cu. yd., helper springs, new engine fitted May, 1959, £375. Barclay Motors, Ltd., Bury St. Edmunds 2345. 849-390

1956 BEDFORD panthechnon, petrol, 1,600 cu. ft., unladen weight 3 tons 12 cwt. 28 lb., good condition, one owner, Phone, Wigan 55477. 849-471

1957 BEDFORD 7-ton long-wheelbase 300 diesel platform truck, excellent order throughout.
BARTON MOTORS (PRESTON), LTD., Preston 849-207. Phone, Preston 4664.

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A BEDFORD for sale? Phone Hamilton Motors, 466-490 Edgware Rd., London, W.2. Phone, Paddington 0022 (12 lines). Immediate settlement and best prices. 222-915

B.M.C.

1957 B.M.C. diesel Scammell 7-ton tractor unit, very good condition, £465. Edgware 2572. 849-356

March 25, 1960—THE COMMERCIAL MOTOR 51
(Supplement)

Used Goods Vehicles (contd.)

B.M.C. 1958 7-ton long-wheelbase tipper, fitted with B.M.C. 6-cylinder diesel engine, power-assisted steering, Eaton 2-speed rear axle and 15-ft. 3-in. panelled wooden body with 4-ft. drop-sides and top-hinged tailboard. Carefully driven vehicle in condition as new, ready to put to immediate work.
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1958 B.M.C. diesel articulated unit, Scammell coupling, 2-speed axle, in very good order, £675. Also a similar B.M.C. with S.A.E. coupling, £650.

1958 B.M.C. diesel 7-ton long-wheelbase drop-side truck, 18-ft. body, in excellent running order with power steering and 2-speed axle, £675. Also several other good B.M.C. diesel trucks and tippers.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 849-399

1956 B.M.C. diesel 7-ton drop-side, power steering, 2-speed axle, engine recently reconditioned and new gearbox by B.M.C. agent, £575. Foskett's Haulage, Watford 31863. 849-474

1957 B.M.C. diesel long-wheelbase cattle truck, taxed to 31.12.60, £650.
HAMBLINS GARAGE, Rectory Rd., Rushden 3211. 849-445

COMMER

1959, Two COMMER TS3 diesel tippers, 8-cu.-yd. wood bodies, Telchoist, underfloor gears, 9.00 by 20 tyres, very low mileage on each machine, anyone contemplating purchasing new should see these vehicles first. Photographs available if required. Further details from Grantham Commercial, 97 Barrowby Rd., Grantham. Phone 133. 849-105

1952 COMMER 4-yd. tipper, in good condition, £160.
COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 849-183

1959 COMMER 1-ton van, C.B. engine, factory mileage only, £700. Harwell Motors, Charnminster Rd., Bournemouth. Winton 1777. 849-152

1952 (August) 5-ton COMMER, Perkins P6, Eaton 2-speed axle, 15-ft. 6-in. platform, in good condition, used on light work only, £250 o.n.o. One owner from new. George Mayers, Newlands Garage, Pearl Lane, Chester. 850-x4134

7-TON tipper, 1950, £195. Brew Bros., Ltd., 133 Old Brompton Rd., S.W.7. Fre 3333. 849-248

1954 COMMER 25-cwt. van, £185.
SPARSHATTIS, LTD., 6 Portland Terrace, Southampton, Phone 29241. 849-380

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Weybridge 2233.

1959 COMMER 8-cwt. express delivery van, fitted heater, excellent condition, £400. 849-370
1955 COMMER 7-ton, fitted Ford 6D engine, C. Russell, 155 Millbrook St., Northam, Southam. Phone 26590. 849-361

1955 COMMER 8-cwt. pick-up in primer, £185. Edgware 2572. 849-358

1958 TS3 with Boys trailing axle, double drop-side 21-ft. 6-in. wood body, 64,000 miles, good condition, £1,550.

JULY, 1956, TS3 7-ton long-wheelbase 18-ft. alloy platform with wood floor and alloy headboard, twin Goodyear tyres, 900 by 20, fitted overdrive in fifth gear, good all-round condition, £950.
SPARSHATTIS, Millbrook, Southampton 74947. 849-418

1955 COMMER TS3 long-wheelbase platform truck, £160.

1950 COMMER petrol long-wheelbase platform truck, in excellent condition throughout, recent new engine, £150.
HAMBLINS GARAGE, Rectory Rd., Rushden 3211. 849-467

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EX-W.D. DENNIS Max, 5-speed gearbox, low mileage, M.O.S. rebuild, Cundey and Stewart, Ltd., Alfreton, Derbs. Leabrooks 477. 849-309

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1953 6-yd. tipper, new engine, completely overhauled, repainted, £145. L. F. Dove (C.V.), Ltd., 96 Lower Addiscombe Rd., Croydon, Surrey. Addiscombe 3131. 849-494

NOVEMBER, 1956, 101AP5 5-ton short-wheelbase tipper, 2-speed axle, helper springs, Telchoist tipping gear, 8.25 by 20 tyres, one owner-driver only, steering and brakes recently overhauled, excellent condition, £685.
EX-DEMONSTRATOR model 1126V drop-side lorry with extras as new, small mileage, £1,600.
SPARSHATTIS, Millbrook, Southampton 74947. 849-417

Used Goods Vehicles (contd.)

1955 DODGE 7-ton short-wheelbase tipper, diesel K6, reconditioned engine, underfloor ram, all-steel body, 2-speed axle, nice condition, £675.
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Phone, TRA 3311 (ext. 11). 849-457

1958 DODGE Model 146R6, diesel, Bonalack drop-side body, 18 ft. 8 in. inside, bargain. Commercial Vehicle Repairs (Essex) Ltd., Cranes Close, Basildon, Essex. Phone, Basildon 20223. 849-338

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1956 DODGE 106-P6 long-wheelbase truck, good condition and tyres, £500. Geo. H. Crane, Ltd., Carters Green, West Bromwich 0778. 849-80

1957 DODGE 5-ton tipper, petrol, good condition, £500.

1952 DODGE Model 64 pantechonion, 1,350 cu. ft., Baico extension, in excellent condition, £250.

1954 DODGE 2-3-ton van, P4 diesel engine, 600 cu. ft., good condition, £300.

COOMBS COMMERCIAL (GUILDFORD), LTD.
Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 849-180

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1954 DODGE P4 Luton, approximately 1,000 cu. ft., very clean and mechanically good, £395. 849-412

DODGE 1954 5-ton drop-side truck, fitted with Perkins P6 engine, 16-ft. 6-in. wooden body with extended headboard. Tyres and general condition very good.
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1952 8-wheeler, platform 24 ft., 6LW engine, £850.

1949 8-wheeler, 24-ft. drop-side, 6LW engine, £750.

J. HUDSON. Bawtry 362. 849-177

E.R.F. 71-ton 18-ft. platform lorry, 5LW engine and exceptional vehicle, £995.

1951 October, E.R.F. 8-wheel double-drive, 24-ft. drop-side lorry, Gardner 6LW engine, ready to drive away, 1950 or terms arranged.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 849-219

1953 E.R.F., dismantling all models. Langley Mill Commercial Vehicles. Langley Mill 2653. 849-299

1947 E.R.F. Gardner 5LW, 12-ton tractor unit, good all-round condition, complete with Tasker coupling, £350.

SPARSHATTS, Millbrook, Southampton 74947. 849-421

FODEN

1947 FODEN long-wheelbase 8-tonner, 4-cylinder Gardner engine, good condition, £250.

WALTER WALKER (ECCLESFIELD), LTD., Ecclesfield, near Sheffield. Phone, Ecclesfield 3667. 849-327

1951 FODEN platform truck, unladen weight 7 tons 7 cwt. 3 gr., £1,475.

SPARSHATTS, LTD., 6 Portland Terrace, Southampton. Phone 29241. 849-381

1958, November, FODEN 8-wheel drop-side lorry, show model, 12-speed gearbox, power steering, brakes on all axles, excellent condition, £2,850. Fredk. Ray, Ltd., Grovesbury Rd., Leighton Buzzard Beds. Phone, Leighton Buzzard 2241-2. 849-342

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WANTED, pre-war FODEN 8-wheeler, 12-in. deep chassis and 8-speed gearbox essential. Heys (Britannia), Ltd., 27 Tong End, Whitworth, nr. Rochdale. Phone, Whitworth 3295.

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W. J. BROWN for the full THAMES range, 5-cwt. to 7 tons, and sound used commercial vehicles. 339 Finchley Rd., Hampstead 2284. 849-163

Used Goods Vehicles (contd.)

1957 5-cwt. Thames van, in good condition, £275.

1951 FORD 8 van, £70.

1950 FORD 5-ton tipper, P6 diesel, £300.

COOMBS COMMERCIAL (GUILDFORD), LTD.
Portsmouth R.L., Guildford, Surrey. Phone, Guildford 62907. 849-182

1959 Trader B.T.C. 25-ft. articulated, owner-driver, radio, heater, flashers, toolbox, dual tanks, spotlamps and seat, £1,600. Phone, Newborough 288. 850-3869

FORD Trader cab for sale. Sutthrell, Lincoln 23238. 849-3370

HUNTER VEHICLES, LTD.

290 SOUTHURDY ROAD,
ENFIELD.
Phone, Howard 4184.

1956 Thames 2-ton diesel van, one owner, good condition, plain colour, choice of two.

HIRE-PURCHASE terms arranged. 849-314

1958 FORD Trader with heavy-duty equipment, special coachbuilt high-quality 700-cu.-ft. van body, guaranteed mileage 19,000, £1,050. Dean Group Transport, Ltd., Hall's St., Salford, 3. Deansgate 6801. 850-8479

1958 Thames Trader, 5-ton short-wheelbase diesel tipper, U-shape steel body with extended sides, good order throughout, £690.

SHUKERS, LTD., Broad St., Sheffield, 2. Phone 20311 or 50218 after 6.30 p.m. 849-237

1954 FORD, long wheelbase, Perkins engine, £150. 373 East Bank Rd., Sheffield. Phone 29139. 37529, 396241.

GORDON KING MOTORS, LTD.

FORD AND THAMES DEALERS.

TRADER 4D diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex works, for early delivery, £1,170.

TRADER 4D diesel 4-ton low-frame chassis, fitted with 1,250-cu.-ft. body, as above, early delivery, £1,195.

1953 FORD 10-cwt. van, £125.

HIRE-PURCHASE deposit now from 10%.

ALL Thames models in stock for early delivery, any body built to your requirements.

MITCHAM LANE, S.W.16. Streatham 3133-4. 849-264

1958 Trader 4D diesel 3-ton long-wheelbase drop-side truck, 23,000 miles, as new, £565.

1954 FORD 4-yd. drop-side steel-body tipper, P6 diesel, new 34 by 7 tyres, £225.

1957 FORD 5-ton, 4D diesel, with Baico extended chassis, 18-ft. 6-in. platform body, excellent condition, £425.

1958, October, FORD 10-12-cwt. van, as new, £345.

PHONE, EDGWARE 2572. 849-354

1957 FORD Trader, 5-ton, platform body, 60 engine, recently overhauled, good tyres. J. C. Firth, Ltd., Kirtou 214. 849-244

1955, Choice of two 41-cu.-yd. metal-bodied tippers, P6 diesel, nice units, good condition.

COOMBS SERVICE STATION, LTD., By-pass Rd., Guildford. Phone 62962. 849-349

FRANK G. GATES, LTD.

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Wan 6633.

1957 Thames 4D long-wheelbase flat-platform truck, £385.

1959 Thames 12-seater bus, bench-type seats, £485.

AND numerous FORD 10-cwt. vans from £90. 849-411

1951 FORD 5-cwt. van, excellent runner, £75. Cavendish Motors, Cavendish Rd., N.W.6. Wileaden 0046-8. 849-394

WELLSTON MOTOR CO., LTD.

381-389 WEST GREEN ROAD, LONDON, N.15.
Phone Boves Park 6821.

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NEW LUTON VANS FOR EARLY DELIVERY.

1955 FORD 3-4-ton diesel, 1,350-cu.-ft. Luton.

1955 FORD 3-4-ton diesel, 1,500-cu.-ft. alloy pantechonion.

1949 FORD 2-3-ton boxvan with nearside roller shutter, £145. 849-505

1958 FORD Trader 6D 7-ton platform truck, fitted reconditioned engine, including new block.

CARMO, Leighton Rd., London, N.W.5. Gulliver 5555. 849-444

Used Goods Vehicles (contd.)

1958 FORD Thames 5-ton Trader, diesel, mileage 12,000, fitted insulated meat-van body, with walk-in tailboard, three meat rails and sheep rail, wheel unused, condition as new, one owner, £1,750. Nottingham Car Mart, Ltd., Mansfield Rd., Daybrook, Nottingham. Phone 26-7245-6-8. 849-462

Ford Thames and Fordson Wanted

WANTED, Trader, 4D, artic tractor unit or s.w.h. chassis and cab. Brook Garage, Chatham. Phone 41141. 850-466

WANTED, FORD 4D vans and Perkins, all capacities. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 849-252

GUY

NEW GUY Invincible 8-wheeler chassis and cab, available for immediate delivery from stock, latest model with de luxe cab, air brakes, double drive, choice of engine, bodywork if required. Terms, part-exchanges.

T. J. RICHARDSON AND SONS, LTD., 100 Dudley Rd., East, Oldbury, near Birmingham. Phone, Broadwell 1840 and 2800. 849-84

THE GREATEST BARGAINS.

1956 GUY Invincible 8-wheeler double-drive platform vehicle, Meadows engine.

T.G.B. MOTORS, LTD.

ALL INQUIRIES TO:-

PRIMROSE GROUP SALES.

CLITHEROE ROAD, WHALLEY, LANCs.

Phone, Whalley 3315-6-7. 849-218

KARRIER

1953 KARRIER Bantam artic. unit complete with two Edbro hydraulic tipping trailers, 15 ft. long with 4-ft. drop side, good, £285. Royal Motors, 406 Wigan Rd., Bolton. Phone 596, day, after hours, 6479. 849-212

LAND ROVER

GOOD selection of used LAND ROVERS, long- and short-wheelbase, from 1954 onwards, from £375.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 849-185

LEYLAND

LEYLAND Comet, forward control, registered 1,555, 21-ft. Homalloy body, 2-ft. 6-in. all-alloy drop-sides in three sections, mounted on new Michelin C20 tyre equipment and heavy-duty rear springs, unladen weight 4 tons 4 cwt., in immaculate condition throughout, £1,385. R. Cripps and Co., Ltd., Abbey Bridge, Lenton, Nottingham. Phone 71161. 849-57

1953 LEYLAND Octopus, 8-wheeler, 600 engine, condition, £1,450.

CITY MOTOR CO. (CARDIFF), LTD., Lucas St., Cardiff. Phone, Cardiff 22235. 849-93

SEPTEMBER, 1955, LEYLAND Hippo, double drive 24-ft. flat, very clean machine, air brakes.

CENTRAL GARAGE (CHURCH STRETTON), LTD., Church St., Burway Rd., Church Stretton, Shrops. 849-104

1951 Comet 75, 15-ft. platform, £450.

J. HUDSON. Bawtry 362. 849-176

1957 LEYLAND Comet forward-control long-wheelbase trucks, 24-ft. boxes, choice of two, excellent condition.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470. 849-124

1957, August, LEYLAND Comet long-wheelbase tipper, high-sided body, excellent condition.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470. 849-129

OCTOPUS, October, 1953, light alloy flat platform lorry, very carefully used, now surplus to requirements owing to change in business policy. £2,250.

Adkins, Broom, nr. Aylesbury. Phone, Bedford-on-Avon 3232. 849-x4132

1957 Forward-control Comet tractor unit, Model ECOS2-7R with 14-ton York 25-ft. semi-trailer, vacuum brakes, fifth-wheel couplings; choice of two. Comes with drop-side truck body.

1955 Beaver, 20-ft. alloy platform body, 50,000 miles only, with Dyson 18-ft. trailer.

1956 Hippo 6-wheeler, 24-ft. platform, very clean vehicle.

1956 Octopus with alloy platform body, 600 engine, air brakes, very good tyres.

1955 Octopus, wooden platform body, air brakes, very good tyres.

W. RINGLTON MOTOR CO., High Rd., Ponders End, A Enfield, Middx. Phone, Howard 1266. 849-319

1951 LEYLAND Comet, articulated, unladen weight 6 tons 7 cwt. 28 lb, £975.

SPARSHATTS, LTD., 6 Portland Terrace, Southampton. Phone 29241. 849-379

LEYLAND Hippo, first-class condition, good tyres, etc. Apply H. and J. R. Saunders, Ltd., Hainault Rd., Leytonstone, E.11. Ley 4383. 849-339

1958 LEYLAND Comet long-wheelbase truck, 24-cwt axle, in very good and clean condition, one owner since new, bargain, £1,275.

1956 LEYLAND Beaver artic unit, 600 engine, air brakes, S.A.E. coupling, appearance almost as a new vehicle, £1,250.

1952 LEYLAND Octopus 8-wheeler, 24-ft. drop-side body, in first-class order, £1,250; also other very good Leylands in stock. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. 849-408

Used Goods V

OCTOBER, 1954, double-drop-side, £1,100.

SPARSHATTS, M

WANTED urgent normal trucks, Box CM49

LEYLAND Comet, 3-ton, ford 31803.

MAUDSLAY M

1948 12-tonner, MAUDSLAY

MORRIS AN

1955 MORRIS

COOMBS COM

1957 MORRIS

1955 MORRIS

1958 15-cwt.

OAKTHORPE

1951 MORRIS

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Used Goods Vehicles (contd.)

OCTOBER, 1954, Comet 90 7-ton long-wheelbase 19-ft. double-drop-side truck, helper springs, 2-speed axle. £1,100. B. H. H. Motors, Ltd., Colnbrook, Bucks. 2741. 849-419

Leyland Wanted

WANTED urgently, 3-6 1951-4 LEYLAND Comet trucks, normal or forward control, good prices offered. Box CM4920, care of "The Commercial Motor" 849-395

LEYLAND Comet, 20-ft. platform, unladen approx. 12 tons 16 cwt. Foskett's Haulage, Ltd., Watford 3183. 849-475

MAUDSLAY

MAUDSLAY Militant, 4LW, runner, £80. Lawrence, Derby. Alfreton 305. 849-103

1948 MAUDSLAY Mustang twin-steer 6-wheel 12-tonner, platform body, excellent condition. RYLAND GARAGE LTD., Ryland St., Birmingham 16. Edgbaston 4501-5. 849-470

MORRIS AND MORRIS-COMMERCIAL

1955 MORRIS Ton van, in good condition, £275. COMBES COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 849-181

1957 MORRIS LD2 30-cwt. van, unwritten, whole vehicle in very good condition, £420. Frank Watson (Croydon), Ltd., Thornton Rd., Thornton Heath 4221. 849-141

1955 MORRIS J-type 10-cwt. van, unwritten, first-class condition throughout, £175. Frank Watson (Croydon), Ltd., Thornton Rd., Thornton Heath 4221. 849-142

1958 15-cwt. MORRIS van, one owner from new. OAKTHORPE MOTOR CO., North Circular Rd., Palmers Green, N.13. Palmers Green 0446 and 1023. 849-160

1951 MORRIS 5-ton diesel forward-control 17-ft. drop-side truck, £195, or terms arranged. HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 849-218

1956 MORRIS LD2 diesel van, £395.

H. TAYLOR AND CO., LTD. Elmbridge 0081. 849-197

PALMERSTON OF KINGSTON.

MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.

1955 MORRIS 1-ton van, £215.

1955 MORRIS 10-cwt. J-type, £155.

1955 MORRIS 3-ton diesel truck, £285.

OTHER makes, 3-ton diesel truck.

10-CWT. vans.

PALMERSTON COMMERCIAL MOTORS, LTD., 75-77 Penryn Rd., Kingston 5618. 849-310

1955 LD2 MORRIS van with 2.2 diesel engine, £325. Terms. Abco, Eastern Green Rd., Croydon 66134. 849-284

MORRIS J2 15-cwt., very low mileage, with passenger seats and absolutely as new. Cavendish Motors, Grenadier Rd., N.W.6. Willesden 0046-8. 849-393

1955, October, MORRIS LD2 30-cwt. van, in very good condition, £285. Edgware 2572. 849-355

RUTLAND

RUTLAND 7-8-ton 1955 long-wheelbase 17-ft. 6-in. boxvan, fitted Gardner 4LW engine, 2-speed axle, servo brakes, 9.00 by 20 tyres, one C user, first-class order. £495. W.E.M. Motors (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 4322 and 4568. 849-307

E. J. BAKER AND CO. (DORKING), LTD.

1953 RUTLAND 6-ton drop-side truck, Meadows 4-cylinder diesel engine, £175.

55-61 LONDON STREET.

CHERTSEY. Chertsey 2391. 849-392

SCAMMELL

TWO 1949 SCAMMELLS with 15-ton articulated trailer, £1,000 each. H.B.H. Motors, Ltd., Colnbrook, Bucks. 2741. 849-153

1954 SCAMMELL 16-ton articulated lorry, tandem-axle trailer, in excellent running order, 6LW engine, air brakes, one owner since new, bargain.

1959 (Registered) SCAMMELL articulated 20-ton low-loader, Carrimore trailer, 20 ft. in. well, has the latest type cab and wings and is a first-class runner, fitted winch and equipment.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 849-407

Scammell Wanted

WANTED, SCAMMELL van trailer, also Scammell semi-low-loader, 255 Walton Lane, Liverpool, 4. Alintree 1873. 849-271

Used Goods Vehicles (contd.)

SEDDON

1949 SEDDON 6-ton P6 long-wheelbase flat, £185.

1954 SEDDON 3-ton P4 boxvan, one owner, £385, or terms arranged. HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 849-217

SEDDON 1954 long-wheelbase truck, fitted with R6 engine and 17-ft. wooden drop-side body, tyres and general condition very good.

MAYFAIR GARAGE (TAMWORTH), LTD., Colleshill Rd., Fazeley, near Tamworth, Staffs. Tamworth 1396-7. 849-203

1955 25-cwt., integral alloy van body, choice of two.

1956 30-cwt., integral alloy van body.

ARLINGTON MOTOR CO., LTD., High Rd., Ponders End, Enfield, Middx. Howard 1266. 849-321

1952 SEDDON, dismantling all models. Langley Mill Commercial Vehicles, Langley Mill 2523. 849-301

1954 December, SEDDON Mk. 5, Perkins P6, 7-ton boxvan, plain colour, one owner, good condition. Rand and Brunt Ltd., Bell Bar, Hatfield, Phone, Potters Bar 2916. 850-AB474

1955, September, SEDDON Mk. 5L, Perkins P6, 7-ton boxvan, plain colour, one owner, good condition. Rand and Brunt, Ltd., Bell Bar, Hatfield, Phone, Potters Bar 2916. 850-BA474

1953 SEDDON 7-ton tipper, wood drop-side body, good condition, £375. Edgware 2572. 849-359

SENTINEL

1950 8-ton, one C-licence user, reconditioned six months ago, including rear axle, 18-ft. platform, a first-class motor. Phone Adams, 25 Haig Avenue, Chatham 41548. 831-8463

1949 SENTINEL 7-ton long-wheelbase flat, excellent condition, complete with spare engine, axle, gearbox, etc., £295. Southern Counties Trading Co., Ltd., Chalk Pit, Bedhampton, Havant 1438. 849-56

1955 SENTINEL long-wheelbase platform truck, £550.

HAMBLINS GARAGE, Rectory Rd., Rushden 3211. 849-466

VOLKSWAGEN

VOLKSWAGEN 1955 pick-up, very good condition, £285. Box CM4923, care of "The Commercial Motor." 849-410

VULCAN

VULCAN 1952 7-ton long-wheelbase truck, model 7GF, fitted with 4-cylinder Gardner diesel engine, good condition throughout, £150. Victory Motor Co., Ltd., Cheltenham. Phone 55386-9. 849-4074

VULCAN 7-ton long-wheelbase, Perkins 6, 1952, excellent condition, £150.

RAVENHURST GARAGE, Harborne, Birmingham, 17. Phone, Har 0784. 849-341

UNCLASSIFIED

COMBERHILL MOTORS, LTD.

INGS ROAD, WAKEFIELD.

(6771, 10 lines).

COUNTY DISTRIBUTORS FOR

ATKINSON VEHICLES.

MORRIS-B.M.C. AGENTS.

NEW ATKINSON L1786XA (Gardner 6LX 150 b.h.p.) 17-ton 8-wheeler chassis by 24 tyres.

NEW ATKINSON L1746X (Gardner 6LX 150 b.h.p.) 4-wheel tractor, fifth wheel coupler.

NEW ATKINSON M64LW (Gardner 4LW) 8-10-ton 4-wheel Milshaw twin-ramp tipper, 15-ft. alloy body.

NEW ATKINSON L1745LA (Gardner 5LW) 8-10-ton 4-wheel 20-ft. platform, Michelin X.

NEW MORRIS (B.M.C. 5.1-litre) 7-ton 120-in., 150-in. and 160-in. wheelbase 4-wheeler chassis-cabs.

NEW MORRIS (B.M.C. 5.1-litre) 5-ton forward-control double-drop-side truck, 8.25 by 20 tyres.

NEW MORRIS (B.M.C. 5.1-litre) 7-ton 120-in. and 80-in. wheelbase 4-wheel Milshaw twin-ramp tippers.

NEW MORRIS (5.1-litre) 4-wheel forward-control prime mover, Scammell attachment.

1957-56 ATKINSON L1586 (Gardner 6LW), 17-ton 8-wheelers, 24-ft. drop-axles; choice of two.

ATKINSON L1786 (Gardner 6LW) 17-ton 8-wheel 30-cu-yd. Milshaw alloy tippers.

AUSTIN-B.M.C. (5.1-litre) 5-ton long-wheelbase 4-wheel platform.

A.E.C. Mercury Mk. II (7.75-litre) 8-10-ton 4-wheel 17-ft. Homalloy platform, very clean.

ALBION B.M.C. 7-ton wheel, double-drive 22-ft. platform truck, Michelin C.20.

54 SEDDON (Perkins P6) 6-7-ton 4-wheel long-wheelbase platform and tippers; choice of three.

MORRIS - COMMERCIAL diesel 4-wheel tractor Scammell coupling, £350.

COMMER T33 factory-reconditioned Rootes diesel 7-ton 4-wheel, 18-ft. platform.

1955 A.E.C. Mercury (7.75-litre) 7-8-ton 4-wheel 21-ft. platform, 9.00 by 20.

1955 LEYLAND (Comet 90 diesel) 7-8-ton 4-wheeler, 20-ft. alloy platform, overtype cab.

1955 ALBION Chieftain (diesel) 4-wheel long-wheelbase platform.

1954 FODEN FC15 (Gardner 6LW) 8-wheel, 3,600-gal. Darham spirit tanker.

COMPLETE DETAILED LIST AVAILABLE.

YORK TRAILER DISTRIBUTORS.

HIRE-PURCHASE FACILITIES.

EXCHANGES.

COMBERHILL MOTORS, LTD.

849-386

Used Goods Vehicles (contd.)

GARLICK BURRELL AND EDWARDS, LTD., 188 REGENT ROAD, LIVERPOOL, 20.

Bootle 4343. Bootle 4343.

BEDFORD, BEDFORD, BEDFORD, BEDFORD.

AVAILABLE FOR IMMEDIATE DELIVERY, 35-CWT. FORWARD-CONTROL H.C.B. OMNIVAN, SIDE-OPENING DOOR, 500 CU. FT., BEDFORD 200-CU.-IN. DIESEL ENGINE.

THIS WEEK'S LIST OF USED VEHICLES AVAILABLE.

TRAILERS:

SCAMMELL 20-ft., 8-ton platform trailer, excellent condition. Tasker 20-ft., 10-ton trailer, Scammell attachment.

3-TON tipping trailer, Scammell attachment, Edbro 3-hydraulic tipping gear, steel lined.

3-TON boxvan trailer, Scammell attachment.

DYSON, 4-wheel drawbar trailer.

TRACTORS:

1958 BEDFORD 10-ton Scammell tractor, 300-cu.-in. engine, 2-speed axle, excellent tyres, this vehicle has been completely checked throughout in our Service Department prior to us offering it for sale.

1954 BEDFORD-SCAMMELL P6 diesel tractor, engine recently rebored and fitted with new pistons, excellent condition.

1955 BEDFORD 8-ton P6 diesel tractor, 22-ft. trailer, Tasker attachment.

1956 BEDFORD 10-ton H5 tractor unit, cheap.

TRUCKS AND TIPPERS:—

1959 BEDFORD J-type latest series 5-ton diesel 300-cu.-in. chassis-cab, small mileage, indistinguishable from new.

1947 MAUDSLAY Mogul Mk. II platform truck, 7.7 A.E.C. engine, in good condition.

1955 COMMER Superpave P6 diesel tipper, excellent condition, £135 by 20 tyres.

1948 SEDDON long-wheelbase platform truck, good condition, excellent tyres.

1955 FORD 4D diesel platform truck, Fitch plated frame.

ANOTHER similar to above, November, 1954.

CHOICE of several O-type BEDFORD short-wheelbase C tippers, fitted all-metal U-shaped bodies, single ram gears, all in good running order and ready for immediate work.

1955, November, BEDFORD 7-ton diesel short-wheelbase tipper, good condition.

1957 B.M.C. 7-ton long-wheelbase diesel, reconditioned engine fitted, 2-speed axle, power steering, 90 miles, 6.75 by 7.4, by 7.4, most container, rear-side loading doors, hanging rails and hooks.

Phone, Bootle 4343.

GARLICK, BURRELL AND EDWARDS, LTD., 188 REGENT ROAD, LIVERPOOL, 20.

THE BEDFORD PEOPLE. 849-179

ISLES, LTD.

LEYLAND-ALBION SALES.

1955 Rebuilt THORNycroft Trusty with 21-ft. flat platform body, Leyland diesel engine, 36 by 8 tyres, reference 7081.

1951 THORNycroft Studly Star with 18-ft. 6-in. flat platform body, Thornycroft diesel engine, 8.25 by 20 tyres, reference 9445.

1938 FODEN 8-wheeler, single-drive rear axle, 23-ft. flat platform body, Gardner 6LW engine, 9.00 by 20 tyres, reference 5413.

ISLES, LTD.

LEYLAND-ALBION SALES, LEYLAND SERVICE DEPOT, STANNINGLEY, PUDSEY, YORKS.

Phone, Pudsey 3001-5. 851-8318

THOMAS S. WHITNEY AND CO., LTD., MAIN FORD DEALERS,

279-283 SCOTLAND ROAD, LIVERPOOL, 5. Phone, North 3191.

NEW vehicles. All types of Thames Trader chassis for immediate delivery from stock.

1958 B.M.C. 7-ton 6-wheeler Boys extension flat lorry, £850.

1958, September, BEDFORD 5-type artic. unit, Scammell couplings, 300 diesel engine, 2-speed axle, £675.

1958 Thames 6D artic. unit, £600.

1957 June, B.M.C. diesel artic. unit, 2-speed axle, £600.

1956 August, B.M.C. diesel 5-ton flat, new engine and tyres recently fitted, £475.

1956 Thames 4D medium-wheelbase tipper, worth seeing, a bargain at £475.

1953 BEDFORD 3-ton van, petrol, £200.

1953 DODGE 5-ton tipper, Perkins engine, £200.

1953 A.E.C. coach, 33-seater, recently reconditioned engine, in outstanding condition, £750. 849-275

A37

Used Goods Vehicles (contd.)

RE-POSSESSED, QUALITY TESTED
COMMERCIAL VEHICLES.

YOUR INSPECTION INVITED.

NOTE OUR PRICES.

- 1959** FORD 15-cwt. Luton van, as new, £725.
- 1959** November, THORNYCROFT Swiftsure long-wheelbase 17-ft. flat, 8,000 miles, condition as new, £1,650.
- 1959** BEDFORD J-type 7-ton diesel tippers, 300 cu. yd., 2-speed axle, choice of four, each £975.
- 1959** BEDFORD S-type 7-ton diesel tippers, 300 cu. yd., 2-speed axle, choice of two, each £975.
- 1958** FORD Trader 6D 5-ton long-wheelbase drop-side trucks, choice of two, £745.
- 1958** FORD Trader 6D engine short-wheelbase 5-ton U-shaped steel-bodied tipper, £785.
- 1957** December, FORD 4D long-wheelbase extended flat, 22-ft-sided body with tilt, £625.
- 1957** BEDFORD 7-ton flat, with 330 engine, 3-ton steel-bodied tipper, £745.
- 1957** FORD Trader 6D short-wheelbase 3-ton steel-bodied drop-side tipper, £725.
- 1957** October, 3-ton FORD Trader, 4D diesel engine, long-wheelbase drop-side flat, £565.
- 1957** BEDFORD A-type platform truck, P6 engine, £550.
- 1957** DODGE long-wheelbase 17-ft. 6-in. flat, Eaton 2-speed axle, P6 engine, very good condition, £565.
- 1957** 5-ton B.M.C. 6-cyl. diesel engine, new Luton body, walk-in tailgate, fibreglass roof slats, perfect, £875.
- 1956** December, BEDFORD long-wheelbase drop-side truck, immaculate condition, diesel engine, £600.
- 1956** November, 7-ton B.M.C. flat, 6-cylinder diesel, 9.00 by 20 tyres, power steering, Eaton 2-speed axle, perfect, £725.
- 1956** September, MORRIS long-wheelbase 4-cylinder diesel drop-side truck, immaculate, £375.
- 1956** 2-ton FORD 4D van, standard body, very clean, £375.
- 1956** FORD P6 short-wheelbase wooden-bodied tipper, bargain in clear, £395.
- 1956** May, AUSTIN B.M.C. diesel long-wheelbase flat, £670.
- 1956** AUSTIN B.M.C. flat, diesel engine, to clear, £495.
- 1956** MORRIS B.M.C. 5-ton diesel tipper, £550.
- 1956** COMMERCIAL T3 18-ft. 6-in. flat, 9.00 by 20 tyres, £735.
- 1956** BEDFORD A-type unit with Scammell coupling, P6 engine, £495.
- 1955** December, DODGE 6-wheeler Eaton 2-speed axle, Boys third axle, double-ram tipper, 9.00 by 20 tyres, £875.
- 1955** November, FORD 4D 30-cwt. diesel van, £275.
- 1955** AUSTIN B.M.C. Luton van, 900 cu. ft. capacity, 4-cylinder B.M.C. diesel engine, bargain, £525.
- 1955** SEDDON 3-ton box van, diesel engine, choice of three, each £375.
- 1954** October, BEDFORD S-type petrol coach-chassis, 23-ft. drop-side body, £375.
- 1954** SEDDON Mk. 7 15-ft. flat, £350.
- 1954** DODGE long-wheelbase drop-side truck, Perkins diesel, 9.00 by 20 tyres in first-class condition, £395.
- 1954** BEDFORD long-wheelbase double-ram tipper, R6 engine, £325.
- 1954** FODEN short-wheelbase tipper, 4LW engine, £450.
- 1957** FORD Zephyr Mark II saloon, radio, heater, all extras, one owner, 30,000 miles from new, specimen condition, £635.

NOTE: ALL VEHICLES COMPLETELY OVERHAULED AND TURNED OUT AS NEW.

YOUR INSPECTION INVITED.

LET US QUOTE A BODY (ALL TYPES) BUILT TO YOUR OWN SPECIFICATION.

W. JONES (MANCHESTER), L.T.D.

TRAJAN AGENTS.

RUTLAND STREET GARAGES, SWINTON.

All inquiries: Phone, Swinton 2036 and 2037.

Telegraphic address: Moniesaver, Swinton, Lancs.

GARAGE OPEN DAILY (INCLUDING SUNDAY).
WEEK-END 10 A.M. TO 5 P.M. 849-36

MORTON'S GARAGE, L.T.D.

BINLEY ROAD,
COVENTRY.
Phone 53351.

THE COMMERCIAL PEOPLE.

OFFER FOR IMMEDIATE DELIVERY:—

- NEW** COMMERCIAL 10-ton tractor units, diesel.
- NEW** COMMERCIAL 10-ton 6-wheel tippers, diesel.
- NEW** COMMERCIAL 7-ton short-wheelbase tippers, diesel.
- NEW** COMMERCIAL 7-ton 18-ft. drop-siders, diesel.
- NEW** COMMERCIAL 4-ton vans, petrol or diesel.
- PAINTING** and lettering to your specification.
- 1959** COMMERCIAL Cob van, powder blue.
- 1958** LAND ROVER 88-in. wheelbase, diesel.
- 1956** COMMERCIAL 8-cwt. delivery van, petrol.
- 1954** AUSTIN A40 van.

PART-EXCHANGES, INSURANCE.
CREDIT FACILITIES.

24-HOUR BREAKDOWN SERVICE. zzz-960

Used Goods Vehicles (contd.)

FORD AND SLATER, L.T.D.
LEYLAND, ALBION, SCAMMELL
TIPPERS.

- 1958** LEYLAND Comet normal-control medium-wheelbase tippers, alloy fixed and timber bodies; choice of four.
- 1957** LEYLAND Comet normal-control medium-wheelbase tipper, 14-ft. timber double drop-side body.
- 1956** LEYLAND Comet normal-control medium-wheelbase tippers, 14-ft. timber double drop-side bodies; choice of two.
- 1955** LEYLAND Comet forward-control short-wheelbase tipper, 11-ft. 10-in. timber fixed-side body.
- 1954** LEYLAND Comet normal-control short-wheelbase tipper, 10-ft. 6-in. timber fixed-side body.
- 1957** B.M.C. 5-ton diesel tipper, 9-ft. timber drop-side body.
- 1958** FORD 7-ton Trader, 6-cu.-yd. steel fixed-side body.
- 1957** FORD 5-ton Trader, 11-ft. by 2-ft. 2-in. timber drop-side body, 6D engine.
- 1958** BEDFORD 7-ton tipper, 11-ft. by 2-ft. steel fixed side, Bedford diesel engine.
- 1954** BEDFORD 7-ton tipper, 6-cu.-yd. steel U body, petrol engine.
- 1955** BEDFORD 5-ton P6, 13-ft. 6-in. timber double drop-side body.
- 1954** DODGE 7-ton tipper, chassis-cab and tipping gear only, R6 engine.
- 1948** DODGE 5-ton petrol tipper, timber drop-side body.
- 1947** DODGE 5-ton petrol tipper, timber drop-side body.
- 1951** MORRIS 5-ton diesel tipper, 5-cu.-yd. timber drop-side body.
- 1951** BEDFORD 5-ton petrol, 8-ft. timber drop-side.

PLATFORMS.

- 1957** AUSTIN 5-ton diesel, 14-ft. 3-in. timber platform bodies, choice of two.
- 1957** COMMERCIAL T3, 19-ft. timber drop-side body.
- 1957** BEDFORD 7-ton, Leyland engine, 16-ft. timber drop-side body.
- 1957** BEDFORD 7-ton, Leyland engine, 18-ft. timber flat.
- 1956** BEDFORD 7-ton, R6 engine, 16-ft. timber flat.
- 1953** BEDFORD 5-ton, P6, 14-ft. timber flat.
- 1955** DODGE 6-ton, P6, 16-ft. timber drop-side body.
- 1948** MAUDSLAY 7-ton, 17-ft. 9-in. timber flat.
- 1948** MAUDSLAY Twin Steer, 20-ft. timber flat, choice of two.
- 1954** SENTINEL 7-ton, 17-ft. 9-in. timber flat.
- 1954** B.M.C. 5-ton, 13-ft. timber double drop-side.
- 1954** ALBION Chieftain, 17-ft. timber flat.
- 1955** SEDDON 5-ton, P6, 16-ft. timber drop-side body.
- 1955** SEDDON 6-ton, P6, 16-ft. 9-in. timber flat.
- 1950**

VANS.

- 1955** BEDFORD 7-ton, R6, fitted 16-ft. 9-in. by 7-ft. by 7-ft. 6-in. van body.
- TO BE SEEN AT MACAULAY ST., GRIMSBY:—**
- 1957** October, FORD Trader (Baico extension), 18-ft. 6-in. drop-side body.
- 1958** September, LEYLAND Comet (chassis and cab).
- 1954** ALBION chieftain, 16-ft. alloy flat platform body.

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- 1956** LEYLAND Comet 50, fitted 14-ft. 6-in. coal tipping body, £985 o.n.o.
- 1955** LEYLAND Comet 90, fitted coal tipping body, 14-ft. 6-in. body, £850.
- 1955** ALBION Reiver 6-wheeler, 22-ft. 6-in. platform body, £1,100 o.n.o.
- 1953** LEYLAND Comet 90 long-wheelbase, drop-side, £650.
- 1957** B.M.C. 3-ton long-wheelbase flat, diesel.
- 1957** B.M.C. 7-ton long-wheelbase drop-side diesel.
- 1956** FORD 4D long-wheelbase flat, diesel, exceptional condition.
- 1957** LEYLAND Comet normal control short-wheelbase tipper.
- 1952** VULCAN long-wheelbase Gardner 4LW engine, £200 o.n.o.
- 1954** AUSTIN Loadstar, long-wheelbase drop-side body, £300 o.n.o.
- 1952** BEDFORD long-wheelbase platform body, petrol.
- 1958** LEYLAND Hippo (rebuilt 1953), long-wheelbase flat.
- 1952** FORD short-wheelbase tipper.
- 1951** VULCAN short-wheelbase tipper.
- 1951** LEYLAND Comet long-wheelbase tipper.
- 1950** BEDFORD, normal control, short-wheelbase tipper.

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- 1957** AUSTIN forward-control prime mover, Scammell automatic coupling gear, Bedford 300 engine, £450.
- 1957** AUSTIN A55 pick-up, fitted heater, cream, good order, £375.
- 1956** ALBION Chieftain forward-control platform truck, 18-ft. alloy body, diesel engine, full-train cab, excellent order, £800.
- 1955** AUSTIN 5-ton forward-control platform truck, 18-ft. alloy body, B.M.C. diesel engine, good condition throughout, £650.
- 1955** MORRIS Cowley van, blue good condition, £200.
- 1953** FORD 5-ton normal-control chassis-cab, P6 diesel engine, 8.25 by 20 tyres, good order throughout, £175.
- 1953** BEDFORD 7-ton forward-control platform truck, Leyland Comet diesel engine, cab and body rough but serviceable, tyres fair, mechanical condition good, £300.
- 1953** BEDFORD 7-ton, as above, with Albin diesel engine, £300.
- 1951** (Registered 1957) COMMERCIAL Superpetrol forward-control double drop-side truck, new engine just fitted, good tyres, £175.
- 1950** LAND ROVER Regular, good mechanical condition, £175.
- 1950** AUSTIN 25-cwt. van, green, good mechanical order, £65.

AT 63 BRIDGE STREET, PETERBOROUGH.

Phone, Peterborough 6011.

- 1958** STANDARD van, blue, very good order, £385.
- 1955** COMMERCIAL 15-cwt. van, green, £250.
- 1950** SENTINEL 10-ton platform truck, one owner, excellent condition, £375.

AT 120 GOLDINGTON ROAD, BEDFORD.

Phone, Bedford 68386.

- 1956** MORRIS 5-ton long-wheelbase diesel platform truck, 8.25 by 20 tyres, £485.
- 1954** AUSTIN A40 pick-up, green, fitted heater, £265.
- 1954** LAND ROVER, fitted heater, good tyres, £275.
- 1952** BEDFORD 10-cwt. van, £95.

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CAMBRIDGE, PETERBOROUGH, BEDFORD.

849-278

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- 1958** Thames 10-12-cwt. van, £375.
- 1957** COMMERCIAL 7-ton diesel tipper, £875.
- 1956** BEDFORD 10-12-cwt. van, £275.
- 1956** DODGE 6-ton tipper, Model 1031P6, with light-alloy body; choice of six from £650.
- 1956** BEDFORD A5 petrol tipper, £385.
- 1955** DODGE 7-ton tipper model 144R6, 7-cu.-yd. steel body, £650.
- 1951** DODGE Model 123 3-cu.-yd. tipper, £295.
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- 1952** AUSTIN 25-cwt. 3-way van, choice of three; also 25-cwt. screw tipper.
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- 1954** BEDFORD 5-ton A-type long-wheelbase truck; also several similar models available.
- 1957** DODGE 5-ton diesel long-wheelbase truck, alloy body, 9.00 by 20 tyres; choice of several.
- 1955** DODGE 5-ton diesel short-wheelbase tipper with 5-cu.-yd. timber drop-side body.
- 1953** DODGE 5-ton diesel short-wheelbase tipper with 7-cu.-yd. steel fixed-side body.
- 1955** FORDSON 10-cwt. van, choice of several.
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- 1956** STANDARD 6-cwt. van; choice of two.

CHOICE OF 50 USED VEHICLES, 5 CWT.-7 TONS.

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NEW 12-ton BED

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NEW LEYLAND 31

E.R.F. 8-wheeler

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1955 LEYLAND

24-ft. flat, 20

1950 MAUDSLAY

20 tyres, 9.00

1950 ATKINSON

FODEN 24

1949 FODEN 24

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40 by 8 ty

850 each to clear.

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1956 LEYLAND

gear and

body, £550

1955 DODGE

body, £550

1954 LEYLAND

drive, fitted

1953 A.E.C. 9.9

30 by 8

with Dyeon tipping

1950 FODEN 6

22-ft. 6-in.

equipment.

1946 ATKINSON

body, £550

1946 E.R.F. 7

clear.

USED A

1957 B.M.C. 6

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1956 SEDDON

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1952 ALBION

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1951 ATKINSON

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LATE 1949 E.R.F.

1948 ATKINSON

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1953 LEYLA

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1950 LEYLA

1949 A.E.C.

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CHOICE OF 50

NEW trailers in

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- 1955 DODGE 7-ton, Eaton 2-speed, R6 engine, coal body.
- 1954 LEYLAND Octopus with twin ram gear, double drive, fitted 21-ft. alloy body, 9.00 by 20 tyres.
- 1953 A.E.C. 9.6 18-ft. 6-in. alloy body, Pilot gear, 30 by 8 tyre equipment, immaculate, complete with Dyon tipping lorry.
- 1950 FODEN 6LW Milshaw gear and rack stabilizer, 22-ft. 6-in. alloy body fitted 1959, 40 by 8 tyre equipment.
- 1946 ATKINSON 6LW, twin ram gear fitted, 21-ft. wood body, fixed sides, 40 by 8 tyre equipment.
- 1946 E.R.F. 7.7, fitted new gear and body, £550 to clear.

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- 1957 B.M.C. tractor with Dyon trailer, fifth-wheel coupling.
- 1956 SEDDON, R6, Eaton 2-speed, fitted with 24-ft. Carrimore trailer, 9.00 by 20 Michelin tyres, one private C licence operator.
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- 1945 A.E.C. twin-steer, fitted 7.7 engines, choice of three.

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- 1953 LEYLAND Comet 90 standard lorry, good mechanical condition.
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- CHOICE of 50 other 4-wheelers. Cheap to clear.
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(Continued in next column)

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1958 FORD Trader diesel end tipper with steel body, 9.00 by 20 tyres, recently fitted with new gearbox and rear axle, all good tyres.

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1953 KARRIER Bantam, petrol, side loading boxvan, fitted with four new tyres, engine recently overhauled.

FODEN 1957 FE4-14 tractor units, £1,200.

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1947 MAUDSLAY 8-ton diesel long-wheelbase drop-side, £220.

1949 AUSTIN 5-ton petrol long-wheelbase drop-side, £150.

1949 LEYLAND Comet 8-ton long-wheelbase drop-side, £325.

1950 GUY 7-ton long-wheelbase drop-side diesel platform, £350.

1951 COMMER Superpoise 5-ton long-wheelbase drop-side, £150.

1953 B.M.C. 3-ton petrol drop-side, £225.

1953 SEDDON 7-ton diesel platform, £475.

1956 FORD Sussex 6-wheel double-drive tipper, 13 cu. yd., £750.

1958 B.M.C. forward-control 4-ton diesel drop-side (new engine), £675.

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DODGE 3144AY tipper chassis and cab, Eaton axle and Leyland engine, 900 by 20 tyres, list price.

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DODGE 3144AZ tipper chassis and cab, 375 Leyland engine, David Brown 5-speed gearbox, 18,500 Eaton axle, heater, etc., list price.

TRACTORS.

ONE only.

1956 DODGE tractor, P6 engine, Eaton axle, complete with 24-ft. flat trailer and Scammell hitch, a clean vehicle ready to work, £850.

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BEDFORD, June, 1956, standard 5-ton tipper, P6 engine, brakes and rear axle just overhauled, £650.

VULCAN 1952, 4-cylinder Gardner engine, £25 by 20 tyres are in reasonable condition, a tipper truck for hard work, £380.

LEYLAND, first registered 1956, medium wheelbase, all metal body, twin-ram under-floor gear (body needs some repair), £700.

BEDFORD, 1955, all-metal body, reasonably well tired, in good condition all round, £475.

DODGE, 1954, standard 7-ton, reasonable well tired, R6 engine, a clean truck, £625.

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BEDFORD 1956 standard 5-ton drop-side truck, clean, tyres reasonable all round, £525.

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1949 DODGE petrol drop-side truck, fair condition all round, £120.

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1955 Thames long-wheelbase truck, 4D, £375.

1953 Thames ET7 long-wheelbase chassis-cab, £225.

1952 Thames 5-ton long-wheelbase boxvan, £295.

1948 AUSTIN 2-ton truck, £95.

1956 BEDFORD 5-cu.-yd. tipper, £375.

1956 BEDFORD 5-cu.-yd. tipper, £445.

1955 BEDFORD 5-cu.-yd. tipper, £225.

1955 BEDFORD 7-ton long-wheelbase truck, £325.

1951 THORNYCROFT 6-ton platform, £275.

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1956 7-ton BEDFORD diesel R6 drop-sided lorry.

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1954 BEDFORD 5-ton P6 long-wheelbase tipper.

1954 BEDFORD 7-ton tractor unit, R6 diesel.

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YORK trailers. Full range nearly always in stock, 20 tons tandem axle up to 27 ft.

TRADE for Gloucester, Wiltshire, Somerset, Devon and Cornwall.

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BEDFORD 7-ton short-wheelbase U-shaped tipper, 9.00 by 20 12-ply tyres, 2-speed axle, 5-speed gearbox, £1,850.

DYSON 15-20-ton low-loading semi-trailer, 20 ft. in the well, S.A.E. coupling, vacuum brakes, £1,575.
YORK 10-ton 25-ft. platform trailer, S.A.E. coupling, 9.00 by 20 12-ply tyres, £700.

STACKER.

HYLOVEYOR, Model HL231DH, unused, 50 ft. long, powered by 6 h.p. 3-phase electric motor; this lift is hydraulically adjustable to a height of about 30 ft., £900.

LONG WHEELBASE.

BEDFORD 1957 R6 Boys rigid 6-wheeler, 21-ft. platform body, clean condition throughout, £1,250.
BEDFORD, 1954, 7-ton long-wheelbase fitted with Baico 3-4 ft. wheelbase extension and new 20-ft. platform body, Perkins R6 Mark II engine recently fitted, 9.00 by 20 tyres all round; this vehicle is in exceptionally good condition throughout, £2900.

BEDFORD, 1957, 7-ton long-wheelbase, Comet engine, drop-side body, £750.
SENTINEL, 1955, fitted with Gardner 5LW engine, vertical in the cab, trailing axle 6-wheeler, all good tyres, platform body; this engine was fitted new about a year ago and the complete machine is in exceptionally good condition and performs well, £750.

BEDFORD, 1956, A-type 5-ton P6 drop-side, one owner, low mileage, good condition, 8.25 by 20 tyres, £600.
ALBION Chieftain, 1954, long-wheelbase platform, good condition, £550.

LEYLAND Comet, 1951, long-wheelbase, 18-ft. platform body, normal control, good condition throughout, £500.

BEDFORD 1956 R6 long-wheelbase drop-side, good condition, £450.
BEDFORD 1954 7-ton long-wheelbase drop-side, R6 engine, good condition throughout, £350.

BEDFORD 1955 petrol long-wheelbase drop-side, good condition, £350.
BEDFORD 1951 7-ton petrol long-wheelbase platform, good condition throughout, £300.

MORRIS 1949 6-ton long-wheelbase diesel, good condition, all good tyres, £300.
FORDSON 1949 long-wheelbase, double-drive platform, petrol engine, very well maintained vehicle, £200.

E.R.F. conditor, £125.
SEDDONS, several, 1948-53, £75-£175.

TIPPERS.

A.E.C. Mercury, 1956, standard wood body tipper, drop-side, 11.800.
BEDFORD 1958 7-ton, Comet engine, 5-speed gearbox, 11.800.
BEDFORD 1957 7-ton, Comet engine, 5-speed gearbox, 11.800.

AUSTIN 1955 5-ton standard steel-body tipper, petrol, in good condition and ready for work, £375.
DODGE 1955 P6 standard wood-body tipper, in fair condition, £250.

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FODEN new 4-wheeler, with air discharge equipment, and tipping gear, can be used as an ordinary platform vehicle, £4,350.
BEDFORD, second-hand, fitted with new air discharge equipment, can be used as an ordinary platform vehicle, £2,630.

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E.R.F. 1946, 5LW Gardner, complete with new 20-ft. in the well 15-20-ton low-loading platform trailer, S.A.E. coupling, in exceptionally good condition throughout, tractor unit is ex well-known C-lincense user, £2,000.

AUSTIN 1953 P6 Loadstar tractor unit, 21-ft. Tasker trailer, good condition throughout, £425.
AUSTIN 1951 petrol Loadstar fitted with 21-ft. Tasker trailer, good condition, £380.

B.M.C. 1957 articulated, 25-ft. practically unused good condition throughout, £1,000.
CARRIMORE 22-ft. platform trailer, complete close coupling hitch, £250.

B.T.C. quite good condition, complete with tractor unit fifth-wheel coupling £150.

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1953 BEDFORD 5-ton insulated meat van, £295.
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DISTRIBUTORS FOR E.R.F., SEDDON, GUY.

NEW FORD Thames Trader, 6D engine, 2-speed rear axle, 41-seater, Duple Yeoman body, red interior, dual blue exterior, wirelax, and many extras, immediate delivery from stock.

1957 B.M.C. 7-ton long-wheelbase, 18-ft. drop-side body, 2-speed axle, 8.25 by 20 tyres, in excellent condition.

1959 March, BEDFORD 7-ton hydraulic tipper, Leyland engine, 11-ft. fixed-sided wooden body, 9.00 by 20 tyres, equal to new.

1950 GUY Viceroy 29-seater de luxe coach, in blue, recertified for four years, in excellent condition.

NEW FORD 10-ton with County 6-wheel conversion, power steering, 22-ft. platform body.

1957 COMMER TS3 long-wheelbase, fitted with stainless steel 1,270-gal. tank, single compartment, and cargo discharge pump, streamlined body and in condition equal to new.

1942 E.R.F. twin-steer, 5-cylinder Gardner engine, 20-ft. drop-side body, in fair condition, £475.
1942 A.E.C. 8-wheeler, 7.7-litre engine, single-drive axle, 22-ft. drop-side body, £350.

1955 BEDFORD 7-tonner, Scammell tractor, R6 engine complete with 23-ft. 10-ton platform trailer.

SCAMMELL van trailer, 6-tonner, 15 ft. by 7 ft. by 6 ft., as new, ex M.O.S.

1957 E.R.F. 44(G), 4LW engine, 20-ft. drop-side body, Michelin D20 tyres, in very good condition.

1958 BEDFORD, Scammell 10-ton 5-type tractor, 2-speed axle, Bedford diesel engine, in good condition.

1956 BEDFORD, Scammell 10-ton 5-type tractor, fitted 1958 Leyland Comet engine, in excellent condition.

1954 E.R.F. twin-steer, 20-ft. drop-side body, 5LW engine, 10.00 by 20 tyres, in good condition.

1954 EAGLE 15-ton timber drag, extendible pole, 14.00 by 20 by 22-ply tyres.

1958 FORD Trader 5-ton, 6D engine, 16-ft. platform body, 2-speed rear axle, ex C licence user, as new.

1954 BEDFORD A-type petrol steel-bodied tippers, choice of several.

BEECH'S GARAGE (HANLEY), L.T.D.,

HOPE STREET, HANLEY, STOKE-ON-TRENT.

S-on-T 25249 and 25240. 849-65

BRADBURN AND WEDGE, L.T.D.,

DISTRIBUTORS,

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RETAIL DEALERS WOLSELEY.

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1958 MORRIS LCFO 2-ton diesel van, large-capacity body, painted green, 28,000 miles only.
1958 MORRIS 7-ton drop-side lorry, power steering, single-speed axle.

1956 7-ton drop-side lorry, diesel, fitted power steering, 2-speed axle.
1954 5-ton forward-control drop-side lorry, diesel.

1954 3-ton forward-control drop-side lorry, diesel.
1954 5-ton forward-control drop-side lorry, 5.1-litre diesel.
1954 5-ton short-wheelbase normal-control high-side tipping lorry, diesel.

1953 30-cwt. normal-control drop-side lorry, petrol.

MISCELLANEOUS.
1956 FORD 30-cwt. normal-control drop-side lorry, diesel.
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1952 VULCAN 6-ton forward-control long-wheelbase high-side lorry, Gardner diesel.
1952 DENNIS 5-ton large-capacity van.

1950 AUSTIN 3-way-loader van.
1956 BEDFORD 10-cwt. van.

1958 MORRIS J2 12-seater conversion.
1954 FORD 10-cwt. van.

1959 AUSTIN A55 pick-up.

DISTRIBUTORS' allowances on part-exchanges.
TERMS and part-exchanges arranged.

SHOWROOMS: Darlington St., Wolverhampton, Phone. Wolverhampton 20456.
FULL range of MORRIS-COMMERCIAL and B.M.C. vehicles available for immediate demonstration and delivery. 849-113

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FOR

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Evenings, phone 688516.

NEW ALBION Caldonian 24C-1 chassis and cab.
NEW ALBION Reiver RE25L chassis and cab.
NEW ALBION Clydesdale CD21L chassis and cab.
NEW ALBION Chieftain CH3AXL chassis and cab.
NEW LEYLAND Comet CS3-8R chassis and cab.

1958 BEDFORD Comet engine 6-wheeler, 22-ft. platform body.
1955 ALBION Scammell tractor unit with semi-trailer.
1953 SEDDON P6 Scammell tractor unit with semi-trailer. 849-221

Used Goods Vehicles (contd.)

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SUMMIT WORKS,

BURNLEY.

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PRESTON STREET, BRADFORD, 7.

Bradford 22377-8-9.

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1955 LEYLAND Octopus, 600 engine, 5-speed box, double drive, brakes, good condition; choice of three.

1953 ATKINSON 8-wheeler, 6LW Gardner engine, 5-speed gearbox, double drive, 24-ft. 6-in. timber body, 4-ft. sides, twin underbody gear, very good condition.

1955 THORNYCROFT Trident tipper, 12-ft. 6-in. timber body, 4-ft. sides, twin underbody gear, very good condition.

1957 A.E.C. Mercury Mk. I tipper, good condition.

1955 LEYLAND Comet tipper, 90 engine, 2-speed rear axle, all-alloy body, twin underbody gear, fair condition.

1957 ALBION Chieftain, 18-ft. body, with 18-in. sides and tailboards, very good condition.

1954 ALBION Clydesdale, platform body, excellent condition.

1957 LEYLAND Octopus, in very good condition.

1958 COMMER TS3 6-wheeler, Boys axle, 22-ft. 6-in. body, air brakes.

1957 LEYLAND Comet 90 tipper, 12-ft. 6-in. by 2-ft. 6-in. body, twin front end gear.

1950 ATKINSON 8-wheeler, 6LW engine, double drive, 24-ft. 6-in. body.

1954 LEYLAND Comet 90 engine, bonneted-type 18-ft. body, 2-speed axle, tidy condition.

1954 THORNYCROFT Trusty 6-wheeler, excellent condition; choice of two.

1954 THORNYCROFT 8-wheeler, in very good mechanical order.

1951 FODEN 8-wheeler, Foden engine, 5-speed gearbox, 24-ft. 6-in. timber body, a sound machine, excellent condition.

1957 LEYLAND Twin Steer, 21-ft. 6-in. timber body, in first-class condition.

1956 ALBION Reiver, 22-ft. 6-in. alloy framed body, excellent condition.

1951 LEYLAND Twin Steer, 22-ft. 6-in. timber body, 6-cylinder Leyland engine.

MEDIUM CAPACITY.

1952 DODGE 6-cylinder petrol-engined tipper.

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ALSO selection of cheap pre-1948 4-, 6- and 8-wheelers.

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LUTON vans and pantechnicons.

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1955 FORD 4D diesel 4-ton semi-Luton van, £275.

1955 BEDFORD 5-ton diesel long-wheelbase tipper, in first-class order, £435.

1951 BEDFORD 5-ton petrol truck, ex brewery, an excellent vehicle, £325.

1951 BEDFORD 4-ton pantechnicon, Plymax body, 928 cu. ft., drop well, £185.

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1954 BEDFORD-SCAMMELL unit, A type, petrol, 21-ft. body, 6-cylinder, 11.800.

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SOMERSET.

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1956 FORD 4D diesel 5-cu.-yd. tipper, first-class condition throughout.

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1954 AUSTIN Loadstar all-steel tipper, P6.

1954 AUSTIN Loadstar drop-side tipper, petrol.

1954 (Late) COMMER TS3 diesel 7-ton truck.

1954 BEDFORD 5-ton normal-control platform trucks, P6 diesel; choice of two.

1954 55 BEDFORD 7-ton forward-control alloy platform truck, R6 diesel.

1952 BEDFORD 7-ton platform truck, Leyland Comet engine.

1952 November, SEDDON 7-ton platform truck, P6.

1950 VULCAN 6-cu.-yd. tipper, P6.

1950 MAUDSLAY articulator (reconditioned A.E.C. engine).

1950 DODGE drop-side lorry, P6.

CHOICE of three SCAMMELL Scarabs, ideal for depot chunt work.

SEVERAL new MORRIS-COMMERCIAL vehicles in stock.

FAVOURABLE delivery on all models.

3,200 GAL trailer tankers, in very good condition (choice of two). 849-367

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1955 FORD

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1955 6-ton 12

1952 BEDFORD engine

1954 A-type bodied 10-ton

1949 A-type

1952 BEDFORD engine

1954 A-type bodied 10-ton

1954 A-type bodied 10-ton

1954 A-type bodied 10-ton

1954 A-type bodied 10-ton

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1954 A-type bodied 10-ton

Used Goods Vehicles (contd.)

WHITEHOUSE MOTORS.

£150. 1951 BEDFORD 7-ton long-wheelbase, drop-side body, new petrol engine.
£175. 1955 FORD 4D 2-ton standard van.
£175. 1952 BEDFORD WB tipper, good condition.
£175. 1950 BEDFORD long-wheelbase truck, P6 engine, good.
£250. 1953 AUSTIN Loadstar long-wheelbase tipper, U-shaped body, P6 engine.
£225. 1955 6-ton DODGE 8-cu.-yd. short-wheelbase tipper, 2-speed axle, petrol.
£295. 1954 A-type BEDFORD short-wheelbase steel-bodied tipper, good tyres, petrol.
£375. 1949 A.E.C. long-wheelbase truck.
£295. 1952 BEDFORD artic., 20-ft. trailer, P6 engine.
£1,750. LEYLAND 8-wheeler, rebuilt 1959 by two new differentials, 600 engine.
£195. 1955 AUSTIN short-wheelbase 5-cu.-yd. tipper, reconditioned petrol engine, good tyres, very clean.
£550. 1956 AUSTIN normal control medium-wheelbase 5-cu.-yd. drop-side tipper, alloy floor, 2-speed axle, B.M.C. diesel, owner driven, an exceptionally clean motor.
£595. 1957 AUSTIN normal control medium-wheelbase 5-cu.-yd. drop-side tipper, twin under-floor ram, alloy floor 2-speed axle, exhaust brake, heater, B.M.C. diesel, owner driven, a very clean motor.
£265. 1954 A-type BEDFORD steel body tipper, mechanically good, tyres good, petrol.
£495. 1956 AUSTIN normal control short-wheelbase drop-side steel-bodied tipper, B.M.C. diesel, very clean.
JUST a small selection from our stock of flats and tipper.
MANY more commercial bargains to choose from.

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1952 A.E.C. 4-wheeler, 7.7. engine, 20-ft. double-drop-side body, choice of two.
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1951 FODEN 6-wheeler, 6LW Gardner, double drive.
1955 56 B.M.C. 5-ton diesel, cheap: choice of two.
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Heronsgate 394 and 269.

SEDDON 31-cater coach, P6 engine, 4-speed box, good condition. £199.
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FODEN 8-wheeler, new Atkinson body, reconditioned engine. £350.
1946 ALBION van, 50 cwt.
SEDDON diesel 2-ram tipper, 9-yd. body, P6 engine, £350.
A large selection of used commercial vehicles of all descriptions in stock. Your inspection invited. 849-350

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TEN A.E.C. MATADOR CHASSIS WITH CAB SUPER-STRUCTURE, very low mileage, make excellent tippers.
ONE LEYLAND OCTOPUS CHASSIS AND CAB, year of registration late 1959, fitted with Leyland 680 engine and full air brakes, condition as new. Available shortly.
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EARLY DELIVERY ALL MODELS.

NEW ALBION.

REIVERS, CHIEFTAINS, CLAYMORES, AND FORD THAMES TRADERS.

1959 B.M.C. 7-ton drop-side diesel lorry, 2-speed axle and power steering, 900 by 20 tyres, good condition.
1956 October, A.E.C. 9.6 Majestic twin steer platform lorry, air brakes, good order throughout, unladen weight 5 tons 14 cwt. 56 lb.
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1955 July, LEYLAND Comet 90 hydraulic tipper, 10-cu.-yd. all-metal body, unladen weight 4 tons 5 cwt.
1952 VANGUARD van, new diff., good order.
1952 E.R.F. 5LW unit, good order throughout, including cab and 18-ft. flat, and tyres as new, unladen weight 4 tons 18 cwt. 2 qts.
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1949 MAUDSLAY Meritor 8-wheel double-drive-chassis and cab only.
1949 ATKINSON 4LK unit platform lorry, good order, unladen weight under 3 tons.
1948 SEDDON P6 unit platform lorry, good running order, unladen weight 2 tons 17 cwt. 67 lb.

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MORRIS Versatile 5-ton electrically operated crane with Perkins P4 diesel engine, mobile, moves ahead, reverse or sideways (not slewing), good order.
A.E.C. 7.7 engines from £50 each. Leyland 7.4, complete with gearbox from £100 each.
 8.6 Leylands for £35 each. Gardner 5LW units complete with Dennis flywheel and other conversion parts. Leyland Comet engines and gearboxes.
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PRESTON, LANCs
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REIGATE 2263 (SURREY).

NEW VEHICLES AVAILABLE FOR IMMEDIATE DELIVERY.

NEW MORRIS-COMMERCIAL 5-ton diesel long-wheelbase chassis and cab.
88 IN diesel LAND ROVER.
88 IN petrol LAND ROVER.

GOOD STOCKS OF

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AS BELOW:-

1956 AUSTIN 5-ton drop-side truck, £435.
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1958 AUSTIN A35 van, blue, carefully maintained, £35.
1955 AUSTIN 1-ton LDI van, in primer, £275. 849-283

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1956 June delivery, SEDDON diesel Mk. 5/L, fitted with de luxe cab, 825 by 20 tyres, platform body, one C licence owner, reasonable mileage.
1956 September, SEDDON diesel Mk. 8/R Scammell tractor unit, modified R6 engine, one owner, clean and above average condition.
1956 December delivery, COMMER TS3, air brakes, 900 x 20 tyres, 18-ft. platform body, one owner.
1955 SEDDON diesel Mk. 8/R Scammell tractor unit, in good order and condition.
1954 SEDDON diesel Mk. 12, fitted with 18-ft. 6-in. platform body, modified R6 engine, 18500 twin speed axle, 900 by 20 tyre equipment, one C licence owner.
1954 SEDDON diesel Mk. 5/L/R, fitted with replacement Perkins R6 engine, 16-ft. drop-side body, 18500 twin speed axle, 900 by 20 tyre equipment, very clean.
1954 SEDDON diesel Mk. 5/L, P6 engine, one owner, fitted with drop-side body.
1952 DODGE diesel 105P, twin-speed axle, 16-ft. drop-side body.
1950 MORRIS diesel Saurer 5-ton, drop-side body, above-average condition, one C licence owner.
1949 MAUDSLAY 4-wheeler with 4-wheel trailer, good condition throughout.

ALWAYS IN STOCK.

DIESEL AND PETROL VEHICLES.

BETWEEN £200-£400.

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THE PAVILION,
PHONE 3232.

1956 AUSTIN 15-cwt. van, £265.
1949 CARRIER Gamecock refuse collector, £150.
1955 TROJAN diesel personnel carrier, £290.
1955 VOLKSWAGEN 15-cwt. pick-up, £225.
1950 COMMER 7-ton long-wheelbase drop-side truck, £195.
1956 BEDFORD 7-ton (diesel) drop-side truck, £495.

BIRMINGHAM, 10.

COVENTRY ROAD,
VIC 4388.

1954 COMMER 25-cwt. personnel carrier, ideal for building contractors' work, just repainted, £180.
1955 AUSTIN 2-ton diesel-engined boxvan, very useful vehicle, £360.
1955 COMMER 7-ton long-wheelbase drop-side, 2 diesel engine, ex C licence, ready for work, £620.
THREE COMMER 25-cwt. forward-control vans from 1950.
1951 COMMER Q4, 15-ft. 6-in. wheelbase drop-side, petrol engine, £110.
SEVERAL low-mileage small vans available.

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1957 COMMER Express delivery van, blue, one owner, very good condition, £335.
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1957 COMMER Express delivery van, grey, one owner, good condition, £305.
1954 FORDSON 10-cwt. conversion, fawn, one owner, good condition, side windows, £159.
1955 FORD Thames van, grey, one owner, good condition, £149.
1953 AUSTIN A40 pick-up, blue, one owner, good running order, £199.

MANCHESTER.

OLYMPIA, CHESTER ROAD
BLA 6677.

1956 February, BEDFORD 10-ton tractor, 5-type diesel engine, good condition, good tyres, cheap, £295.
1958 October, COMMER 4-ton medium diesel drop-side truck small mileage, excellent condition, cost £1,200, accept £995. 849-426

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SOUTHAMPTON.

HAVE FOR DISPOSAL THE FOLLOWING VEHICLES:-

FODEN 1950 5-ton platform truck fitted with Gardner 4LK engine, in good condition, unladen weight 2 tons 18 cwt. 28 lb. price £375.
LEYLAND 1952 (November) Model EC02/1R Comet, with 16-ft. 6-in. double-drop-side timber construction body, in good condition, price £650.
DODGE 1955 (October) 5-ton diesel Model 103A/P6 standard tipper, in good condition, price £575.
LEYLAND 1948 Hippo tipper, vehicle in good condition, £900.
E.R.F. October, 1948, chassis-cab, fitted with 26-ft. treble-drop-side body, in good condition, price £750.
PLEASE write or call, J. H. Sparshatt and Sons (Southampton), Ltd., The Causeway, Redbridge, Southampton. Phone, Totton 2258. 849-18

SPURLING MOTOR BODIES, L. TD.

"THE NAME BEHIND THE SALE."

FOR "QUALITY TESTED" SECURITY.

1959 BEDFORD 7-ton H.D. tipper, 7-yd.
1957 BEDFORD 30-cwt. standard van.
1951 BEDFORD 5-ton diesel tipper, steel body.
1957 BEDFORD 10-cwt. van.
1958 BEDFORD 10-cwt. van.
1955 AUSTIN Omnibus.
1954 BEDFORD 7-ton long-wheelbase diesel truck.
1,800 C.C. diesel pantechon, exceptional, under 3 tons unladen weight, 1956.
VARIOUS 5 and 7-ton BEDFORD short and long Bedford tippers.
ALL the above are first-class used vehicles, demonstrations without obligation.
OTHER makes and types available.

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USED VEHICLE INQUIRIES TO

303 THE BROADWAY.

CRICKLEWOOD, N.W.2.

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Other branches: The Hyde, N.W.9; Hyde Rd., Wembley; High Rd., Chiswick; Watford; Rushton St., N.W.1; Vigo Motors, W.10; and Colchester. 849-132

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RUFFORD MOTOR CO., LTD.

OFFER FOR EARLY DELIVERY, NEW E.R.F. AND DODGE TRUCKS, ALL MODELS.

ALSO:—

- NEW DODGE 7-ton hydraulic tipper, Leyland engine, immediate delivery.
NEW DODGE Boys 18-ft. tipper, Leyland engine, immediate delivery.
1955 FODEN 8-wheel tipper, 20-ft. steel body, Gardner engine, D.D.
A.E.C. Mercury, 20-ft. flat.
1955 A.E.C. 8-wheel hydraulic tipper, 9.6 engine, air brakes, 18-ft. alloy body with Carrimore tipping trailer; choice of two.
1949 ALBION 8-wheel, 24-ft. flat.
1952 FODEN 8-wheel D.D. 20-ft. alloy bodied tipper, latest type 2-stroke engine.
TILLING-STEVENS passenger chassis, fitted 1,500 cube furniture van body, with seating for five passengers.
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1957 COMMER 2-stroke 15-ft. drop-sided hydraulic tipper, 9.00 tyres.
1952 DENNIS Pax short-wheelbase hydraulic tipper, new P6 engine, resprayed.
1956 BEDFORD 5-ton A-type long-wheelbase drop-sided truck.
1956 BEDFORD 7-ton long-wheelbase drop-sided truck.
1955 BEDFORD 7-ton Boys 6-wheel extension, 20-ft. flat.
1954 BEDFORD A-type, 600 cube van, petrol engine.
1949 BEDFORD long-wheelbase 5-ton hydraulic tipper, 15-ft. drop-sided body, new P6 engine.
1956 SEDDON long-wheelbase 15-ft. hydraulic tipper.
1956 FORD D long-wheelbase truck, new engine.
1956 FORD D steel-bodied tipper, very clean, choice of two.
1952 AUSTIN long-wheelbase 5-ton hydraulic tipper.
CHOICE of 50 other trucks from £50 upwards.
ALL types of bodies built in wood and alloy.
HIRE-PURCHASE low deposits and part-exchanges.

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CHESTERFIELD ROAD, NORTH, MANSFIELD.
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USED LUTONS FROM STOCK.

- 1957 AUSTIN 4-ton 3.4-litre diesel 1,600-cu.-ft. Luton.
1955 FORD 3.4-ton diesel 1,500-cu.-ft. alloy pantechion.
1948 BEDFORD passenger-chassis 1,250-cu.-ft. Luton van, £145.
MISCELLANEOUS used commercials.
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1958 MORRIS 15-cwt. Minivan, low mileage, excellent throughout, £390.
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FOR Quality Tested used vehicles.

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1956 BEDFORD 5-ton 6-cu.-yd. diesel tipper, clean condition, recent reconditioned engine, £475.
1954 SCAMMELL Scarab 3-ton petrol, £125.

BEDFORD HOUSE,

CHISWICK HIGH ROAD, CHISWICK, W.4.
Chiswick 6741. 849-473

- 1957 BEDFORD long-platform 7-tonner, Bedford own diesel engine, in first-class condition, £750.
1955 BEDFORD 7-tonner, reconditioned R6 engine, fitted by us, clutch and gearbox overhauled, brakes relined, two new tyres, a bargain at £550.
1953 DODGE platform, P6 engine, fair condition, £225.
1953 BEDFORD 8-ton tractor unit, Perkins P6 engine, in exceptional condition throughout, £325.

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NEW. Immediate delivery.

- COMMER 7-ton 13-ft. 6-in. wheelbase chassis-cab, air brakes, 5-speed gearbox, helper springs, double heaters, 9.00 by 20 tyres, blinker lights.
COMMER 12-ton tractor with Scammell automatic coupling gear, 8.25 by 20 tyres, air brakes, rubber wings, outside and normal-size towing loops, dual heaters.
COMMER-UNIPOWER 24-ft. 6-wheel platform truck, C with 9.00 by 20 tyres, air brakes, power steering, USED.
1959 COMMER-UNIPOWER, 21 ft. by 8 ft. platform, air brakes, 900 by 20, low mileage, excellent condition.
1957 COMMER short-wheelbase tipper, alloy body (choice of three).
1955 B.M.C. diesel 7-ton long-wheelbase platform, 2-speed axle, power steering.

38 UXBRIDGE ROAD,

EALING, W.S.

PHONE, EALING 7987.

After hours, Iver 561 or Beaconsfield 1081.

CHARLES WENSLEY AND SONS, LTD.

OFFER THE FOLLOWING:—

- 1958 COMMER 30-cwt. truck, £390.
1956 AUSTIN 7-ton long-wheelbase drop-side truck, 2-speed rear axle, heater fitted, £600.
1955 BEDFORD 7-ton short-wheelbase diesel tipper, with all steel drop-side body, £550.
1955 BEDFORD 7-ton long-wheelbase diesel drop-side truck, 17-ft. 6-in. body, £475.
1955 BEDFORD 7-ton long-wheelbase petrol tipper, £250.
1955 AUSTIN 5-ton short-wheelbase petrol tipper, £450.
1953 COMMER 5-ton long-wheelbase petrol tipper, £250.
1950 BEDFORD 2-ton box van, petrol, good condition, new tyres, £220.
CHOICE of several good used 10-12-cwt. vans and utilitrucks.

PHONE 2294 OR CALL AT,

68 INGS ROAD,

WAKEFIELD.

849-70

ALMA GARAGES (BRISTOL), LTD.

AUTHORIZED DEALERS, OFFICIAL REPAIRERS AND STOCKISTS FOR A.E.C. B.M.C. AND FORD RETAIL DEALERS.

- APRIL, 1952, GUY Vixen Luton van, 950 cu. ft., £250.
MARCH, 1952, GUY Otter drop-side truck, long wheelbase, 4LK Gardner, £356.
MAY, 1959, B.M.C. 5-ton long-wheelbase platform truck, 16 ft. by 7 ft., diesel, one owner from new, £900.
JULY, 1954, FORD petrol boxvan, approximately 650 cu. ft., £165.
JULY, 1954, FORD petrol boxvan, 750 cu. ft., £250.
INQUIRIES invited for fleet 1953-54 Guy and Bedford Luton vans, 1,200 to 1,250 cu. ft.
EARLY deliveries can be quoted for new A.E.C. Mercury and Mammoth Major chassis.

MITCHELL LANE,

VICTORIA STREET,

BRISTOL, 1.

Phone 27063 (five lines) Sales office 24669 849-34

- NEW DODGE 7-ton short-wheelbase tipper, Leyland engine, air brakes, 2-speed; choice of two.
1952 THORNYCROFT 8-wheeler, 6LW.

- 1951 THORNYCROFT 8-wheeler.
1954 LEYLAND Comet drop-side.
1952 VULCAN long-wheelbase flat platform.
1956 LEYLAND Comet long-wheelbase 20-ft. platform, one owner.
1957 B.M.C. 5-ton flat.

PARRS (LEICESTER), LTD.

ABBEE LANE, LEICESTER.

Phone 61511 (seven lines). 849-196

BENTLEY BROS.,

(SHEFFIELD), LTD.

MAIN BEDFORD DEALER, SHEFFIELD.

- 1955 GUY Otter, 16-ft. body (4KL), Eaton 2-speed, £550.
1955 GUY Otter, 18-ft. body (P6), Eaton 2-speed, £495.
1956 COMMER TS3, new engine, gearbox and rear axle 7-ton tipper, £795.
1955 GUY Vixen, Meadows petrol engine, 16-ft. drop-side, £445.
ALL vehicles in excellent condition. Many others to choose from including good selection of light vans, H.P. facilities available. Write or phone for details.
THE WICKER, Sheffield, 1. Phone 29281. 849-73

Used Goods Vehicles (contd.)

HILLS.

- ATKINSON 5LW 20-ft. platform lorry, first registered 1954, £775.
BEDFORD 5-ton long-wheelbase P6 diesel tipper, alloy body, 12-ft. 6-in. by 6-ft. 8-in. by 3-ft. 4-in. flat sides, 8.25 by 20 12-ply tyres, first registered October, 1955, £545.
BEDFORD 6-ton forward-control platform lorry (coach body), 300-cu.-in. diesel engine, 2-speed axle, approximate body length 17 ft., first registered 1958, £785.
BEDFORD 10-ton tractor, R6 engine, 7.50 by 20 12-ply tyres, complete with 23-ft. Scammell platform trailer, first registered 1954, £595.
DENNIS Stork Luton van, alloy body, approximate capacity 1,500 cu. ft., first registered November, 1951, £615.
LEYLAND Octopus double-drive 8-wheeler tipper, alloy body, First twin underfloor gear and stabilizers, room reconditioned engine, first registered 1956, £2,250.
SEDDON diesel Mk. 7 3-ton boxvan, approximate capacity 680 cu. ft., 7.00 by 20 10-ply tyres, first registered 1956, £585.
SEDDON diesel Mk. 15 7-ton 18-ft. platform lorry, 2-speed axle, first registered 1957, £985.

HILLS GARAGES (MANCHESTER), LTD.

80-90 PORT STREET, MANCHESTER, 1.
Central 4311. 849-42

HAZLEMERE MOTOR CO.

(WALTHAM ABBEY), LTD.

Waltham Cross 22275-7.

BEDFORD DEALERS, FODEN DISTRIBUTORS, PERKINS SIGNHOLDERS.

- 1950 FODEN 6-wheel platform, new Gardner engine, completely overhauled, fitted with 23-ft. twin tier cattle float, constructed mahogany, very high-class vehicle.
1955 BEDFORD 10-12-cwt. van.
1959 BEDFORD 15-cwt. heavy-duty van.
1947 BEDFORD 8-ton artic. unit.
1948 BEDFORD 5-ton tipper.
1949 BEDFORD 5-ton tipper.
KARRIER tipper, 6D engine, 34 by 7 rear tyres, 4-wheel drive.
1955 LAND ROVER pick-up. 849-58

- 1953 COMMER 5-ton petrol van, reconditioned engine, new tyres.
1952 COMMER 7-ton petrol drop-sider.

- 1955 MORRIS COWLEY 10-cwt. van.
1955 BEDFORD 7-ton diesel drop-sider.
1956 FORD 4D diesel tipper.
1952 LEYLAND Comet long-wheelbase truck.
1951 THORNYCROFT diesel long-wheelbase drop-sider.
1953 LEYLAND Comet platform lorry.
1952 BEDFORD tractor, Comet engine.
NEW vehicles:—
LEYLAND Octopus chassis-cab.

NEWCASTLE (STAFFS) MOTOR CO., LTD.

NEWCASTLE ROAD,

TRENT VALE,

STOKE-ON-TRENT.
Phone, Newcastle, Staffs, 64621-2-3. 849-22

DUNNS MOTORS, LTD.

TAUNTON AND EXETER.

Phone, Taunton 2607-8.

FOR COMMER, KARRIER.

- NEW 6-ton COMMER med. double drop-sider, o.s. tyres, immediate delivery.
1956 FORD 4-ton long-wheelbase drop-sider, helper springs, low mileage, excellent condition, £450.
1946 BEDFORD 3-ton van, £100. 849-150

EAT BROS., LTD.

- 1952 LEYLAND Octopus semi-Luton van, ideal for fairground work, £1,200.
1950 VULCAN 5-6-ton long-wheelbase diesel truck, in very good order, £100.
1955 BEDFORD 10-12-cwt. builders truck, in need of bodywork and painting, £80.
1955 BEDFORD 10-12-cwt. CA van, recent new engine, in need of panel work and painting, £80.
1956 BEDFORD 8 10-ton tractor, R6 diesel, good condition, £375.
1956 DODGE 6-ton standard short-wheelbase tipper, P6 and 2-speed axle, owner-driver since new and in good condition, £575.
1958 Thames Trader 5-ton tippers (petrol engine), low mileage and in good condition, choice of several from £585.

EAT BROS., LTD.

BEDFORD AND VAUXHALL DEALERS.

DEAKINS ROAD,

BIRMINGHAM, 25.

Phone, Victoria 2742-3-4. 849-119

Used Goods Vehicles

- 1957 GUY Otter.
1956 GUY Otter.
1955 GUY Otter.
1954 THORNYCROFT 8-wheeler.
1953 BEDFORD 10-ton tractor.
1952 COMMER 7-ton petrol drop-sider.
1950 DODGE 7-ton.
1949 THORNYCROFT 8-wheeler.
1947 BEDFORD 10-ton tractor.
1946 BEDFORD 3-ton van.
AND MANY OTHERS.
1956 FORD 4D diesel tipper.
1956 MORRIS COWLEY 10-cwt. van.
1948 BEDFORD 7-ton diesel drop-sider.
1958 BEDFORD 10-12-cwt. builders truck.
1956 BEDFORD tractor, Comet engine.
1955 MORRIS COWLEY 10-cwt. van.
1954 FORD 4D diesel tipper.
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Used Goods Vehicles (contd.)

USED UNITS.

- 1957 GUY Otter, 4LK engine, tipper.
 1956 GUY Otter, P6 engine, tipper.
 1955 GUY Otter long-wheelbase platform, P6 engine.
 1954 THORNYCROFT Tridol long-wheelbase platform, 21 ft. 6 in., CR6 diesel.
 1953 BEDFORD 5-type tractor unit, Meadows 41XC 5JC engine, Scammell couplings.
 1952 David Brown industrial tractor diesel engine.
 1950 COMMER QX long-wheelbase platform, petrol engine.
 1949 DODGE Luton van, 18 ft. by 7 ft. 3 in. by 8 ft. P6.
 1947 THORNYCROFT Sturdy medium-wheelbase tipper, petrol engine.
 1947 BEDFORD QL 4 x 4 petrol, unregistered.
 1946 SCAMMELL 3-ton trailers, 16 ft. long.

AND MANY OTHERS—WRITE FOR DETAILED LIST.

PHONE—CALL—WRITE.

USED UNITS.

WHITTLEFIELD.

BURNLEY, LANCS.

Phone 2262.

849-44

CAR MART, L. TD.

SIX MONTHS' GUARANTEE WHERE STATED.

- 1956 FORD Thames 5-ton 4D diesel platform truck, guaranteed, £495.
 1956 BEDFORD 10-12-cwt. van, guaranteed, £295.
 1956 MORRIS 30-cwt. Luton van, £175.
 1956 BEDFORD 12-seater Utilabake, £465.
 1956 BEDFORD 3-ton diesel drop-side truck, guaranteed, £545.
 1955 MORRIS 3-type 12-seater Utility, £295.
 1955 FORD 3-ton 4D diesel Luton van, approx. 1,000 cu. ft., £695.
 1954 BEDFORD 30-cwt. drop-side truck, £275.
 1953 AUSTIN 7-ton B.M.C. diesel long-wheelbase drop-side truck, power steering, 2-speed axle, guaranteed, £725.

THE CAR MART, L. TD.

WELSH HARP.

EDGWARE ROAD, N.W.9.

Hendon 6500.

849-25

A. E. CONNORTON, L. TD.

AUTHORIZED FORD AGENTS.

- NEW FORD Trader 6D, Balco extension chassis, fitted with 1,500-cu.-ft. Luton body.
 NEW FORD 7-ton 6-wheeler Trader chassis-cab, £1,655.
 NEW FORD Trader 4D, fitted 1,200-cu.-ft. Luton body.
 NEW 5-ton 6D, fitted with Balco extension.
 NEW 5-ton 6D long-wheelbase truck.
 NEW 6D 7-ton short-wheelbase chassis-cab.
 1958 BEDFORD diesel 6-ton 6-yd. drop-side steel body, Anthony hoist, £750.
 1955 BEDFORD 5-ton long-wheelbase truck, fitted with Perkins P6 engine, tyres as new, £425.
 1955 BEDFORD A type petrol drop-side truck, £300.
 1953 November, BEDFORD long-wheelbase truck, fitted with Perkins P6 engine, £350.
 1954 A.E.C. twin steer, fitted with 9.6 engine, van body, roller shutter back and sides, C licence, £690.
 1950 LEYLAND 1,200-gal. tankers.
 HIRE-PURCHASE arranged.

CONNORTONS, 328 Brixton Rd., S.W.9. Brixton 7962, Poliards 2421.

849-150

W. HAROLD PERRY, L. TD.

MAIN FORD DEALERS,

FINCHLEY.

- 1957 A35 van, £335.
 1959 Thames 10-12-cwt. van, £395.
 1954 57 FORD 10-cwt. vans, from £150.
 1958 Thames 12-seater, choice of two, from £495.
 1959 Thames 12-seater, £585.
 1956 BEDFORD Workabus, £350.
 1958 BEDFORD Workabus, £475.
 1958 Thames 15-cwt. van, £395.
 1958 Thames 5-cwt. van, £310.
 1957 Thames 7-cwt. van, £325.

Also many other used tipping trucks, petrol and diesel. Your inquiries invited.
 297 BALLARDS LANE, North Finchley.

HILLSIDE 8888.

849-166

Used Goods Vehicles (contd.)

CENTRAL GARAGE.

AUTHORIZED

LEYLAND, ALBION DEALER.

BARNLEY ROAD, SOUTH ELMSALL.

NEAR PONTEFRAC.

Phone, South Elmsall 2767-8.

- ALBION Chieftain, 1954, with alloy platform body.
 ALBION Reiver, 1955, with 22-ft. platform body.
 DENNIS Pax, 1956, P6 engine, 18-ft. alloy drop-side body.
 B.M.C., August, 1957, long-wheelbase drop-side body.
 ALBION Model 15D, 1951, fitted with 20-ft. platform body.
 MAUDSLAY Maharanee tractor, 1947, with 5th-wheel coupling and 24-ft. Dyson tandem-axle semi-trailer.
 LEYLAND, 1955, semi-forward control, fitted with 18-ft. drop-side body.
 COMMER TS3, 1957, with 22-ft. platform body and Boys rear axle.
 COMMER TS3, 1957, 9.00 by 20 tyres, drop-side body.
 FORD FD 1955 5-ton with drop-side body.
 LEYLAND Steer, 1948, platform body, 600 engine.
 ALBION Chieftain, 1958, export model, platform body.

CENTRAL GARAGE.

SOUTH ELMSALL.

849-211

HALE MOTORS (TOTTENHAM), L. TD.

THE HALE, N.17.

Tottenham 7771 (four lines).

VANS.

- 1958 COMMER, two-stroke diesel engine, Luton van, 1,500-cu.-ft. capacity.
 1958 FORD 15-cwt. van, mileage 16,000, choice of two.
 1958 September, AUSTIN 30-cwt. normal-control gown van, in immaculate condition, ready for immediate work.
 1957 November, MORRIS 13-seater Minibus.
 1955 AUSTIN 10-cwt. gown van, in excellent order.
 1955 COMMER Superpoise gown van, in tip-top condition.
 1955 BEDFORD 10-12-cwt. van, excellent order, choice of two.
 1955 BEDFORD P6 diesel Luton van, doors and tailboard, unladen weight 3 tons 4 cwt.
 1952 AUSTIN, Ford, Rootes Group.

COMPREHENSIVE stock always held.

849-268

HENDY FOR FORD.

BRITAIN'S FIRST MAIN DEALER.

EARLY OR IMMEDIATE DELIVERY OF ALL THAMES MODELS.

- 1959 6D 5-ton Trader, Balco extension, 21-ft. platform body.
 1959 6D 5-ton Trader long-wheelbase truck.
 1956 MORRIS 30-cwt. diesel truck.
 1958 MORRIS tractor unit, B.M.C. diesel, with Scammell equipment.
 1956 December, FORD 4D with Balco extension.
 1956 FORD 4D long-wheelbase truck; choice of three.
 1951 COMMER QX 7-ton truck with tilt.
 1955 SEDDON 6-yd. tipper.
 1956 FORD 4D tippers. Choice of three.
 1949 COMMER Q3 3-ton van.
 1951 FORD 4D tipper.
 5-TON BEDFORD, P6 engine, long-wheelbase truck.

PERCY HENDY, L. TD.

VINCENTS WALK, SOUTHAMPTON 28331.

PERCY HENDY, L. TD.

THAMES HOUSE, CHANDLERS FORD 2271.

849-313

J. GIBBS, L. TD.

AUSTIN DISTRIBUTORS.

- 1955 7-ton COMMER TS3 diesel long-wheelbase platform lorries, 9.00 by 20 tyres, choice of four, £595.
 1953 10-ton BEDFORD-SCAMMELL artic. unit and 22-ft. trailer, Leyland Comet diesel engine, £625.
 1952 7-ton BEDFORD-SCAMMELL prime movers, Leyland Comet diesel engines, choice of three, £345.
 1957 AUSTIN 152, 15-cwt. Omnivan, choice of three, £350.
 1956 AUSTIN 14-ton diesel van, £375.
 1956 MORRIS 14-ton petrol van, reconditioned engine, £335.
 1954 MORRIS 5-ton diesel boxvan, £395.

LONGBRIDGE HOUSE,

BEDFORD, FELTHAM.

MIDDLESEX.

FELTHAM 6644 (three lines).

849-16

Used Goods Vehicles (contd.)

WARWICK MOTORS ENGINEERING CO., L. TD.

ALBION CONCESSIONAIRES, LEYLAND DEALERS, OFFER—

- ALBION Reiver, 1956, FT107L 22-ft. platform bodies, alloy underframe, unladen weight 4 tons 16 cwt.; choice of four.
 ALBION Reiver, 1955, FT107L 22-ft. platform bodies; choice of three.
 ATKINSON 8-wheeler, 1948, Gardner 6LW, 24-ft. platform, good tyres.
 BEDFORD 7-tonner, R6, 1954, October, alloy body, 16-ft., well tired, ex-C licence.
 BEDFORD 7-tonner, R6, 1956, 16-ft. 6-in. drop-side body.
 COMMER TS3, 1957, Boyes 6-wheeler, 21-ft. 6-in. drop-side body, fitted new differential, 9.00 by 20 tyres.
 THORNYCROFT Sturdy, 1950, 20-ft. platform, 9.00 by 20 tyres.
 THORNYCROFT Sturdy, 1951, December, 17-ft. platform, 7.50 by 20 tyres.
 SEDDON 6-7-tonner, 1955, P6 engine, 17-ft. drop-side body.
 SEDDON 6-7-tonner, 1954, R6 engine, 17-ft. 6-in. flat platform, 9.00 by 20 tyres.
 FULL details of the above apply—

STOKE GARAGE,

COPELAND STREET, STOKE-ON-TRENT.

Phone 47507-8.

849-215

G. S. OSCROFT AND CO., L. TD.

MAIN BEDFORD DEALERS.

NEW BEDFORDS FROM STOCK.

- 7-TON long-wheelbase 18-ft. forward-control drop-side truck, diesel, 2-speed axle, heavy-duty tyres.
 7-TON normal-control heavy-duty tipper, diesel engine.
 BEDFORD 35-cwt. Hawson van, petrol or diesel.
 6-TON normal-control tipper, Bedford 300 diesel engine, heavy-duty tyres.
 USED commercial vehicles.
 1950, November, BEDFORD van, in cream, 30-cwt., £80.
 1950, July, ALBION 5-ton drop-side truck, Chieftain diesel, excellent condition, £275.
 1949 BEDFORD 5-ton drop-side truck, petrol, £80.
 1947 BEDFORD 2-ton Luton van, petrol, recent new engine and gearbox, £60.
 1950 AUSTIN 5-ton drop-side truck, petrol, good condition, £125.
 1954 BEDFORD drop-side truck, petrol, 7-ton, £225.
 BEDFORD 30-cwt. all-steel boxvan, first registered November, 1950, £40.
 DOMINION HOUSE, Derwent St., Derby 40171.

849-89

NEW GUY Invincible 8-wheeler chassis and cab, available for immediate delivery from stock. Latest model with de luxe cab, air brakes, double drive, choice of engine, bodywork if required. Terms, part-exchanges.

- 1956 COMMER TS3 7-ton diesel, 18-ft. drop-side truck, one C-licence owner from new, choice of three.
 1956 LEYLAND Comet tipper, dual forward control.
 1956 FORD 4D 18-ft. drop-side truck, aluminium body, in excellent condition.
 1955 SENTINEL 7-8-ton 20-ft. drop-side truck, in excellent condition.
 1957 B.M.C. 7-ton diesel long-wheelbase drop-side truck, power steering, 2-speed axle, in excellent condition.
 1946 E.R.F. 7-8-ton long-wheelbase truck, Gardner 4LW, 10 by 8 tyres.
 YORK semi-trailer, 10-12-ton 27-ft. platform, 9.00 by 20 tyres, very little used, as new, 5th-wheel coupling, high loading board, ex C licence owner, choice of two.
 SEPTEMBER, 1957, BEDFORD 5-type 7-ton tipper, S Bedford diesel engine, Pilot body and twin-ram gear, in excellent condition throughout.
 T. J. RICHARDSON AND SONS, LTD., 100 Dudley East, Oldbury, near Birmingham. Phone, Broadwell 1840 and 2800.

- 1953 AUSTIN Loadstar 5-ton long-wheelbase drop-side, low loading, Perkins diesel.
 1957 MORRIS 7-ton long-wheelbase diesel drop-side, power steering, 2-speed axle, double drive, as new in every way, £775.
 KENNINGS, LTD., Leadmill Rd., Sheffield, 1. Phone 26451.

849-29

- 1955 November, COMMER TS3 diesel 7-ton long-wheelbase flat, very sound machine, just had engine overhaul, 900 by 20 tyres, £450.
 1955 FORD 4D 5-ton long-wheelbase flat, 34 by 7 tyres, any trial, choice of three, prices from £170.
 1952 SEDDON-SCAMMELL artic., P6, 2-speed axle, 10-ton trailer, 900 by 20 tyres, £450.
 1958 TROJAN van, P3 diesel, insulated body, one careful owner from new, £325.
 1951 ATKINSON 8-wheeler 24-ft. double-drop-side truck, 6LW, 40 by 8 tyres, double drive, as new in every way, £775.
 1955 B.M.C. MORRIS 5-ton long-wheelbase flat, 34 by 7 tyres, petrol, one owner from new, £175.
 1953 MORRIS Oxford 10-cwt. van, reconditioned engine, sound, £135.
 1951 LAND ROVER pick-up, clean, £100.
 1952 A.E.C. Monarch 20-ft. flat, 7.7 engine, £375.
 1952 A.E.C. Monarch 20-ft. flat, 7.7 engine, £325.

J. CONLEY AND SON,

392 BOWLING OLD LANE, BRADFORD, 5.

Phone 27694.

849-195

A43

Used Goods Vehicles (contd.)

BIRMINGHAM COMMERCIAL OFFER:—

NEW MORRIS vehicles, trucks and vans, all models in stock.
1956 ALBION Clydesdale long-wheelbase, 18-ft. alloy body.
1957 B.M.C. 2-ton truck.
1957 BEDFORD 5-ton short-wheelbase.
1957 BEDFORD 5-ton long-wheelbase tipper.
1959 BEDFORD 7-ton long-wheelbase, Comet engine.
1956 DODGE long-wheelbase, 18-ft. alloy body.
1956 FORD 4D truck.
1958 FODEN 8-wheeler.

TERMS AND EXCHANGES.

560 COVENTRY ROAD,
 BIRMINGHAM, 10.
 Phone: Victoria 0437-8. 849-204

SHELDON MOTOR SERVICES,

2119 COVENTRY ROAD,
 SHELDON, BIRMINGHAM, 26.
 Phone, Sheldon 4386-7-8.

NEW COMMER 30-cwt. F.C. bulk capacity van, for immediate delivery.

AUSTIN 30-cwt. Luton furniture van, available 14 days.

1955 AUSTIN 2-3-ton truck, fitted 3.4-litre B.M.C. diesel engine, £355.

1957 BEDFORD 5-ton long-wheelbase petrol truck.

1950 BEDFORD 2-3-ton light-alloy boxvan, £135.

TERMS, exchanges. 849-130

OVER HALL GARAGES, LTD.

SELECTION BEDFORD vans.

1955 BEDFORD long-wheelbase tipper.

1951 AUSTIN diesel platform lorry.

IMMEDIATE delivery new BEDFORD 7-ton long-wheelbase.

OVER HALL GARAGES, LTD.,

STAINES ROAD, BEDFORD, MIDDX.
 Ashford 5741. 849-344

1954 BEDFORD 7-ton long-wheelbase diesel tipper.

1955 BEDFORD 7-ton long-wheelbase drop-side

1954 COMMER 7-ton long-wheelbase petrol tipper.

1951 E.R.F. 4-wheel drop-side.

1957 DODGE 5-ton short-wheelbase diesel tipper.

HIRE-PURCHASE and part-exchanges.

COMMERCIAL MOTORS (CLAY CROSS), LTD.,

Derby Rd., Clay Cross, near Chesterfield. Phone, Clay Cross 3302; after 6 p.m., Clay Cross 3191, 2364. 849-75

HENSMAINS, Brentwood 5252, offer:—

1959 MORRIS Minibus 13-seater, blue and grey, low mileage, £565.

1959 Thames 12-seater, white, good condition, one owner, 11 months old only, £575.

1959 AUSTIN Omnicauch 13-seater, red and cream, low mileage, £565.

1956 BEDFORD 7-ton all-alloy drop-side truck, R6 engine, sprayed in primer, £545.

1956 MORRIS-COMMERCIAL 3-ton diesel drop-side truck, five new tyres, £555.

1951 Thames 3-ton short-wheelbase tipper, £150.

1955 BEDFORD 10-12-cwt. van, painted blue, £265.

1954 MORRIS 10-cwt. van, green, good condition, £225. 849-359

VICTORIA MOTOR CO. (BRISTOL), LTD.

MAIN FORD DEALERS.

TEMPLE GATE, BRISTOL, 1.
 Phone, Bristol 93131 (10 lines).

"BEST IN THE WEST."

GOOD USED COMMERCIALS.

1958, September, Thames Trader 5-ton, 152-in. wheelbase, H.D. frame, flasher, 8.25 by 20 tyres with boxvan body, 15 ft. 6 in. by 7 ft. 7 in., 25,000 miles only, cost new £1,500, quick sale, £975.

1957, January, two Thames 128-in. wheelbase 5-ton

1958, 4D Telecoach underfloor tippers, H.D. equipment, well used, 5-cu.-yd. London bodied, £400 each.

1958, Nov. Series II LAND ROVER, petrol engine, £500.

NEW VEHICLES EX STOCK.

FEDRO Thames Trader 7-ton 6-cu.-yd. Edbro tippers, with heavy-duty equipment, ex stock. 849-91

A44

Used Goods Vehicles (contd.)

DUROSE GARAGE,

A.E.C. AUTHORIZED DEALERS.
 DODGE AND TROJAN DISTRIBUTORS.

1957 LEYLAND Comet 90 long-wheelbase drop-side truck.

1957 COMMER TS3 tipper, Eaton 2-speed.

1948 SEDDON P6 platform lorry in good condition.

1959 E.R.F. 44G 20-ft. sided flat, Eaton 2-speed.

1959 July, FORD Trader, 7-ton tipper.

1958 FORD Trader 7-ton flat.

1959 E.R.F. Steer, 22-ft. sided flat.

1956 BEDFORD 6-ton tipper, alloy body.

1954 THORNYCROFT Trident long-wheelbase platform lorry, excellent condition.

1954 THORNYCROFT Sturdy Special CR6 engine, 20-hp platform body, 900 by 20 tyres.

1936 A.E.C. Mammoth Major 8 flat, double drive, in good condition, ready for work.

LIVERPOOL ROAD,

NEWCASTLE, STAFFS.

Phone, Newcastle 52251-2. 849-428

On the A34 road.

COUNTY OAK SERVICE STATION, LTD.,

VAUXHALL-BEDFORD MAIN DEALERS,

LONDON ROAD, CRAWLEY, SUSSEX.

Phone, Crawley 25475-6-7.

1958 AUSTIN A35 van, one owner, £325, choice of three.

1957 BEDFORD Kenex Utilabrake, one owner, £365.

1956 September, 7-ton BEDFORD U tipper, diesel, one owner, £435.

1956 BEDFORD CA van, £240.

1956 FORD 4-ton long-wheelbase 4D truck, very clean vehicle, one owner, £430.

1955 TROJAN diesel 1-ton van, £245.

1952 BEDFORD 5-ton tipper, £150.

1951 15-cwt. TROJAN van, petrol, £35.

1955 FORD 10-cwt. van, £135.

1949 2-ton BEDFORD boxvan, one owner, £75. 849-476

1956 BEDFORD long-wheelbase diesel tipper, £400.

1955 FORD 4D long-wheelbase truck, £375.

1952 FORDSON, fitted 500-gallon paraffin tanker for door-to-door delivery, £175.

1951 BEDFORD 5-ton long-wheelbase truck, £185.

ALL the above machines are in excellent condition and good tyres.

ERRINGTONS, Evington, Leicester. Phone 38102-3. 849-375

L. A. RICH FOR COMMERCIALS.

LOW MILEAGE (EX MINISTRY) UNREGISTERED.

DIAMOND T light heavy 6 x 6 wrecker, recovery crane (1,500 miles), £1,050.

AUSTIN Loadstar 4 x 4 chassis and cab (2,000 miles), £575.

FORDSON ET6 6-wheeler ambulance (1,450 miles), £225.

AUSTIN 6 x 4 chassis and cab (choice of six), £140.

FORDSON ET6 drop-side truck (34 by 7), £125.

BEDFORD OL 4 x 4 chassis and cab (choice of eight), £135.

BEDFORD OY 600-gal. water tanker, £120.

FORDSON IA 6 x 4 chassis and cab, £105.

BEDFORD OY fixed-side truck (choice of 20), £80.

BEDFORD medium-wheelbase 200-gal. water tanker (choice of six), £85.

200 Carbon dioxide cylinders, complete with fittings ex fire tenders), £4 each.

514 COLDHAMS LANE,

CHERRYHINTON, CAMBRIDGE.

Phone 87597. 849-460

PETERBOROUGH ENGINEERING CO., LTD.

1958 Thames Trader, 7-ton long-wheelbase drop-side truck with straw rack, clean, £700.

1957 B.M.C. 5-ton diesel Scammell tractor, 2-speed axle, clean, £500.

1955 B.M.C. 5-ton diesel long-wheelbase platform truck, very clean and well shod, £550.

1956 FORD 4D ET7 5-ton long-wheelbase drop-side truck, very clean, £450.

1955 SENTINEL medium 6-wheel drop-side truck, 6-cylinder engine, air brakes, exceptional order, £950.

1954 GUY Otter, 4LK engine, light alloy platform body, £350.

1951 ALBION Chieftain, light alloy platform body, £275.

36-42 EYE ROAD,

PETERBOROUGH.

Phone 66161. 849-432

Used Goods Vehicles (contd.)

THE NIGHTINGALE ENGINEERING CO. LTD.

1951 MAUDSLAY 8-wheeler flat platform.

1951 E.R.F. twin-steer platform, good condition.

1956 ALBION Reiver, flat platform, very clean vehicle.

1956 FODEN 6-wheeler, good condition, well tyred.

1954 SEDDON tractor unit with New York Scammell 25-ft. trailer.

WESTERN LANE, London, S.W.12. Battersea 2193. 849-281

CAPITAL MOTOR CO., LTD.,

BEDFORD MAIN DEALERS.

SCAMMELL DISTRIBUTORS.

BEDFORD 10-12-cwt., 15-cwt. vans and conversions for immediate delivery.

BEDFORD 10-12-cwt., 15-cwt. and conversions, in good condition, choice from £200.

1950 5-ton BEDFORD coach-built boxvan, one owner, £110.

1958 BEDFORD Utility Busette, in excellent condition, £410.

1953 AUSTIN 1-ton van, in good condition, £120.

1958 AUSTIN 2-ton van, diesel engine, good condition, £510.

1952 3-ton Luton van, in good condition, £135.

1958 FORD Trader tipper, 2-speed axle, in good condition, choice of two, from £850.

REMINGTON ST., City Rd., N.1. (Near Angel) Clerkenwell 7456. 849-288

NEW GUY lightweight 8-wheeler, 5/16-in. frame, for early delivery.

NEW GUY lightweight 6-wheeler for early delivery.

E.R.F. 1942 6-wheeler, double drive, platform, recent mechanical overhaul.

1956 144 AR6 DODGE tipper.

K. AND F. (COMMERCIALS), LTD.,

GUY, DODGE.

COLESHILL HOUSE,

ATHERSTONE.

Phone 2130 and 2166. 849-340

1948 BEDFORD Luton van, 1,200 cu. ft., fitted Perkins P6.

1952 54, choice of seven SEDDON Mk. 7PX Luton vans, crew cabs, approximately 1,100 cu. ft., fitted Perkins P6.

1959 BEDFORD CA van, 3,000 miles from new, excellent condition.

1955 MORRIS 1-ton van, O.H., repainted, very good condition.

1956 THORNYCROFT long-wheelbase tipper, clean condition.

1945 A.E.C. long-wheelbase lorry, 40,000 since complete overhaul, T. Rowbotham and Son, Ltd., Gay distributors, Chapel-en-le-Frith. Phone 230 and 244. 849-54070

VIGO MOTORS.

1958 BEDFORD Workabus, £425.

1957 BEDFORD van, 10-12-cwt., £300.

1952 COMMER estate, £135.

VIGO MOTORS, Walmer Rd., W.10. Ladbrooke 3091. 849-324

L. F. DOVE (C.V.), LTD.

AUSTIN COMMERCIAL DISTRIBUTORS.

1955 BEDFORD 10-12-cwt. van, £210.

1956 AUSTIN 7-ton diesel drop-side truck, 2-speed axle, power steering, grey primer, £665.

1955 AUSTIN 7-ton diesel platform truck, new engine test mileage only, 2-speed axle, power steering, grey primer, £750.

1953 AUSTIN A40 pick-up with canopy, £185.

IMMEDIATE DELIVERY.

NEW 7-ton diesel 7-cu.-yd. Pilot tipper, power steering.

NEW 5-ton long-wheelbase diesel chassis cab.

NEW 2-ton F.G. diesel drop-side truck.

NEW 391 light 2-ton diesel drop-side truck.

L. F. DOVE (C.V.), LTD.,

98 LOWER ADDISCOMBE ROAD,

CROYDON, SURREY.

Addiscombe 3131. 849-493

E. RAYMENT, LTD.

DODGE DISTRIBUTORS FOR EAST LONDON.

ONE brand-new 10-cu.-yd. drop-side steel tipping body to suit Dodge 3144V.

FORD 5-ton 4D hydraulic tipper, 1957.

DODGE 103 P6 5-cu.-yd. hydraulic tippers, 1953, good condition, choice of two.

COMMER long-wheelbase chassis and cab, 7 tons, very good condition.

334 1-340 ROMFORD RD., London, E.7. Maryland 4772-3-4. 849-280

Used Goods Vehicles

WILDE A.

NEW LEYLAND CO.

NEW THAMES 12-seater, immediate delivery.

NEW BEDFORD 18-ft. body.

NEW THAMES 12-seater, immediate delivery.

NEW THAMES 12-seater, immediate delivery.

NEW THAMES 12-seater, immediate delivery.

1950 with A. H. FODEN 11.

1950 to clear.

1957 to clear.

1950 to clear.

TERMS.

WILDE A.

HADFIELD.

Phone AF.

ATKINSON V.

C.

1954, September.

21-ft. platform, well.

1954 24-ft. 6-in.

1948 ALBION form, £35.

1952 VULCA.

2-speed DODGE.

1950 £250.

BRADSH.

1958 Scammell.

1956 P. 6 di.

1954 tipper.

1954 axle.

1954 tractor.

1955 2-speed.

1955 alloy.

1955 Perkins.

1955 WALTER.

1958 Sheffield, 13.

1958 LEY.

1957 B.M.C. coupli.

Used Goods Vehicles (contd.)

WILDE AND BENNETT, L. TD.

NEW LEYLAND Comet C.5.3R available shortly.
 NEW THAMES Trader 7-ton long-wheelbase lorries, immediate delivery.
 NEW BEDFORD diesel 7-ton long-wheelbase lorry, 1964 body.
 NEW THAMES Trader 7-ton long-wheelbase and short-wheelbase tippers, immediate delivery.
 NEW THAMES Trader 7-ton long-wheelbase lorry, with special A licence South Eastern area.
 1950 FODEN 15-ton 8-wheeler, excellent condition, with A licence, with very good normal user conditions, North West area.
 1957 AUSTIN Lodestar 5-6-ton long-wheelbase tipper, to clear, £150.
 1950 VULCAN diesel 6-7-ton long-wheelbase lorry, to clear, £125.

TERMS AND EXCHANGES.

WILDE AND BENNETT, L. TD.

HADFIELD, MANCHESTER.
 Phone, Glossop 2902-3.
 AFTER HOURS 2356.

849-453

ATKINSON VEHICLES (SCOTLAND), L. TD.

CARLISLE ROAD.
 Airdrie 2881-2.

1954 September, A.E.C. Majestic twin steer, reconditioned 9.6 engine, 5,000 miles, air brakes, 24-in. platform, well shod, £1,150.
 1954 LEYLAND Octopus, 600 engine, double drive, 24-in. 6-in. platform, 9.00 by 24 tyres, £1,000.
 1948 ALBION 8-wheel double-drive, 24-in. 6-in. platform, £350.

1952 VULCAN artic. Scammell unit, P6 engine, 3-speed axle, very clean, £250.
 1950 DODGE 5-ton tipper, P6 engine, alloy body, £250.

BRADSHAW'S MOTOR HOUSE,

MARSH LANE,
 PRESTON, LANCs.
 Phone, Preston 4083.

849-427

£600. 1958 BEDFORD 8-ton VAUXHALL diesel Scammell tractor, complete with trailer.
 £350. 1956 BEDFORD 8-ton Scammell tractor, new P6 engine fitted.
 £275. 1957 BEDFORD diesel 5-ton short-wheelbase tipper.
 £225. 1954 SEDDON Scammell tractor, 2-speed axle.
 £135. 1954 THORNycroft diesel Scammell tractor.
 £125. 1952 VULCAN diesel Scammell tractor, 2-speed axle.
 £250. 1955 BEDFORD 7-ton R6 diesel, 17-ft. 6-in. alloy flat.
 £125. BEDFORD 10-ton Scammell tractor fitted Perkins P6 diesel engine, cap a bit shabby.
 255 WALTON LANE, Liverpool, 4. Airtel 1873.
 849-270

PHILLIPS MOTOR SERVICES (SHEFFIELD), L. TD.
 Sheffield, 13.
 1958 LEYLAND Octopus alloy drop-side body, genuine 24,000 miles.
 1957 B.M.C. tractor unit and 25-ft. trailer, Scammell coupling, £650.
 1955 FORD 4D, 3-ton long-wheelbase.
 1955 FORD Sussex forward-control, P6 engine, very clean.
 1949 BEDFORD long-wheelbase P6 engine.
 1949 VULCAN long-wheelbase P6 engine.
 1949 TROJAN P3 20-cwt. van.
 849-242

J. URQUHART AND SON, L. TD.

BUTTS ROAD, ALTON, HANTS.
 BEDFORD MAIN DEALERS OFFER THE FOLLOWING VEHICLES:—

NEW BEDFORD 4-ton normal control, drop-sided truck, 300 diesel.
 NEW BEDFORD 7-ton extra long, chassis and cab, fitted 2-speed axle, 900 x 20 tyres, 300 diesel.
 1955 BEDFORD 10-ton diesel tractor, complete with Carrimore drop-side trailer, excellent tyres and condition, £650.
 1955 FORD 4D 4-ton heavy-duty frame and Baico extension, 19-ft. platform body, £395.
 1954 DODGE 105 P6 drop-side truck, fair condition, £310.
 1948 BEDFORD cattle truck, very good condition throughout, excellent tyres, £115.
 1950 BEDFORD 5-ton truck, choice of two, each £50.
 PHONE, ALton 2838.
 849-134

SELLERS AND BATTY (SALES), L. TD.

FENGATE, PETERBOROUGH.
 Phone, Peterborough 67048.

1956 DODGE 7-ton platform truck, fitted Perkins R6 Mk. 2 engine, 19-ft. platform with cab, suitable for hay and straw.
 1950 DENNIS Max. 18-ft. timber drop-side body, good runner, cheap to clear.
 1948 MAUDSLAY 6-wheeler, fitted 24-ft. platform body, A.E.C. 9.6 engine.
 849-108

Used Goods Vehicles (contd.)

T. C. HARRISON, L. TD.

MAIN FORD DEALERS,
 LONDON ROAD,
 SHEFFIELD.
 Phone 29091.

1955 AUSTIN 25-cwt. van, £125.
 1952 COMMER 7-ton long-wheelbase truck, £250.
 1945 COMMER 2-ton drop-side petrol truck, £100.
 1949 COMMER 4-5-ton truck, petrol, £100.
 1953 DODGE 7-ton 6-cylinder Perkins diesel truck, £395.
 NEW THAMES Trader articulated tractor unit, ex stock.
 NEW THAMES Trader 5-ton 4-cylinder diesel chassis-cab, 138-in. wheelbase, ex stock.

ASSOCIATED WITH

WEST RIDING MOTOR CO.

SHEFFIELD ROAD,
 ROTHERHAM.
 Phone, Rotherham 77296.

849-216

CHASESIDE MOTOR CO., L. TD.

GREAT CAMBRIDGE ROAD,
 ENFIELD, MIDDLESEX.
 FORD MAIN DEALERS.
 Phone, Enfield 3456.

1949 BEDFORD 2-ton long-wheelbase truck, petrol, repainted blue, one owner, C licence on local deliveries.
 1954 7-ton long-wheelbase DODGE platform truck, in very good condition, 5-speed gearbox, R6 engine, overhauled in 1959, £450.
 SEPTEMBER, 1957, THAMES Trader 5-ton 4D, in fine condition 7.0 by 20 tyres, including spare, excellent 24-ft. platform body on Balco extension, complete with 3-ft. full headboard, unlettered.
 ALL new Trader models available from stock.

849-174

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1959 7-ton forward-control tipper, Leyland engine, £1,600.
 1957 BEDFORD 7-ton long-wheelbase truck, fitted with Leyland diesel engine, £750.
 1955 6-ton DODGE diesel tipper with 6-yd. steel body, £515.
 1 BALHAM HIGH RD., S.W.12. Phone, Balham 2234.
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CONTAY MOTOR WORKS, L. TD., 164A Southwark Bridge Rd., S.E.1. offer:—
 1955 MORRIS 25-cwt. van, good condition, £225.
 1955 AUSTIN Lodestar 5-ton truck, good condition, coachbuilt body, exchanges and deferred terms.
 Waterloo 6162-3. 849-60

SAYERS GARAGE, Brough, Westmorland. Brough 226.
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BEDFORD petrol artic. Scammell attachment. Hands on swan-neck trailer, pantechnick, excellent tyres, £225.
 1953 GUY Otter, 41K, Eaton 2-speed 1,500-cu.-ft. Luton, £650.
 1953 5-ton FORD diesel drop-side truck, £250. Road Transport Services (Hackney), Ltd., 21-37 Arbutus St., E.8. 849-269
 1948 BEDFORD 5-ton boxvan, £95.
 1954 BEDFORD drop-side 7-ton diesel truck, £450.
 1954 BEDFORD drop-side 7-ton diesel truck, £500.
 1955 COMMER Luton, 1,200-cu.-ft. van, £525.

CAMPBELL SYMONDS AND CO., L. TD., Forty Avenue, Wembley, Middx. Arnold 7771. 849-323

1956 COMMER ED van, black, £275.
 1955 AUSTIN A40 van, maroon, £245.

AUTO SALES AND SERVICES, L. TD., Burgh Heath, Surrey. Phone, Burgh Heath 2059. 849-147

THE RELIANCE GARAGE NORWICH, L. TD. offers:—
 1957 DODGE 7-ton, 145 R6, 16-ft. platform body.
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HIGHAM ST., NORWICH 28911.
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 Phone 2036-7.

Telegraphic Address: Monicsaver, Swinton, Lancs. 853-8465

THORNTON AND HUNTER (LONDON), 183 Leytonstone Rd., Stratford, E.15. Maryland 5077. Wanted, all types of commercial vehicles, petrol or diesel. 849-368

WANTED, good condition Luton van, 600 to 650 cu. ft., diesel preferred, unladen weight not over 2 tons 16 cwt. Box CM4921, care of "The Commercial Motor." 849-4279

WANTED to purchase urgently, late-model vehicles, all types, 30 cwt.-18 tons, multi- and 4-wheel flats and tippers. Also damaged vehicles suitable for rebuilding. Write, Wilde and Bennett, Ltd., Hadfield, Phone, Glossop 2902. After hours 2356. 849-452

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(Supplement)

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1952 LEYLAND Royal Tiger, fitted Santos 41-seater body, £1,250.

1952 FODEN 2-stroke, 43-seater Bellhouse Hartwell body, just been certified, £950.

1950 A.E.C. 9.6, fitted 33-seater Windover body, just been certified for four years, £800.

1950 LEYLAND PS1 33-seater, full front, certified to 1964, £600.

1950 (Registered) LEYLAND PS2, fitted Harrington body, £650.

LEYLAND PS1, fitted Duple and Burlingham bodies, from £250 each.

FODENS, fitted 6LW, Plaxton and Harrington bodies, from £350 each.

DENNIS Lancet with Duple bodies, £275.

GOOD selection of all types of half-cabs and full-fronts including Bedfords suitable for works contracts and travelling shops, from £100 each.

FOR immediate disposal, PSI engines, 6LW, 5LW, 4LW, 4LK, A.E.C. 9.6 and 7.7.

ALL parts for Foden 2-strokes, Leylands, Meadows, A. Guy, Perkins, axles, gearboxes.

SPECIAL clearance price to make room for extensions.

PERCY D. SLEEMAN, L.T.D.

LONDON COMMERCIAL DEALERS.

1960 FORD, 41-seater Burlingham coachwork, red interior and heater, painted red and cream.

1960 COMMER TS3 41-seater Duple coachwork, glass roof quarters, heaters, radio, red interior, immediate delivery.

1955 A.E.C. Reliance 41-seater Strachan all-alloy body, glass roof quarters, lift-up roof vents, blue interior, very clean.

1951 A.E.C. Mk. IV, 41-seater Burlingham Scallion body, heaters, red interior, also 39-seater, blue interior, certificate of fitness 1961.

1951 LEYLAND Royal Tiger, air brakes, 41-seater Strachan coachwork, red interior, certificate of fitness 1961.

ALSO a number of BEDFORD Vistas suitable for travelling shops.

38 UXBRIDGE ROAD.

EALING, W.S.

PHONE EALING 7987.

After hours, Iver 561 or Beaconsfield 1081.

849-40

A49

Used Passenger Vehicles (contd.)

E. J. BAKER AND CO. (DORKING), LTD.
COACH SHOWROOMS AND SERVICE STATION,
FARNHAM TRADING ESTATE,
FARNHAM, SURREY.
Phone, Farnham 4626-7 and 3227, 8 a.m. to 6 p.m.
After 6 p.m., Farnham 4481.

NEW BEDFORD SBI and SBI chassis fitted Duple
and Burlingham bodies. For definite delivery before
Whitsun. Early inquiries please as supplies are limited.
Choice of interior colour.

1959 BEDFORD petrol Duple 41-seater, red interior,
grey-red exterior, Formica sides, certificate of
fitness 1965, £3,300.

1958 BEDFORD Diesel Burlingham 41-seater,
red interior, fawn-brown exterior, certificate
of fitness 1965, £3,100.

1958 BEDFORD petrol Duple 41-seater, red interior,
red-grey exterior, Formica sides, certificate of
fitness 1965, £3,100.

1957 BEDFORD petrol Duple 41-seater, red interior,
red-grey exterior, heaters, £2,850.

1956 BEDFORD Yeates 36-seater, red interior, fawn-
brown exterior, certificate of fitness February,
1961, £2,500.

1955 BEDFORD Yeates 36-seater, red interior, red-
cream exterior, certificate of fitness 1965, £2,100.

1954 BEDFORD petrol Duple Super Vega, glass roof
quarters, red interior, cream-blue exterior,
certificate of fitness April, 1963, £1,950.

1952 BEDFORD 33-seater, glass roof quarters,
tubular racks, radio, heater, really clean vehicle,
red interior, blue-cream exterior, £1,350.

1952 LEYLAND Beadle full-front body, 35-seater,
cream-blue exterior, certificate of fitness
October, 1961, £955.

1952 Daimler Falcon, Gurney Nutting 35 seats,
glass roof quarters, area interior, blue-cream
exterior, certificate of fitness 1962, £375.

1951 BEDFORD 38 fitted 33-seater Gurney Nutting
body, green interior, clean vehicle, certificate
of fitness 1961, cheap to clear, £750 or offer.

1951 BEDFORD Vega 33-seater, red interior, grey-
maroon exterior, clean vehicle, certificate of
fitness August, 1961, £1,150.

1950 Daimler full-front 35-seater body, red
interior, certificate of fitness 1965, £950.

1950 DENNIS J3 33-seater, luxury body, fawn
interior, grey-green exterior, certificate of fi-
tness April, 1960.

1950 LEYLAND Comet, 33-seater Burlingham body,
green interior, £375.

1949 MAUDSLAY Duple 33-seater, full front, high-
backed seats, cream-blue exterior, green
interior, certificate of fitness December, 1961, £359.

1945 Daimler, 7.7 engine, 56-seater double-decker,
good tyres, certificate of fitness October, 1961,
£250.

1949 50 BEDFORD Vistas, 29-seaters, high-back
seats, Formica sides, very clean, choice of two
from £550.

SELECTION of petrol- and diesel-engined coaches for
carriage of state personnel.

INEXPENSIVE BEDFORD Vistas for mobile shops, site
offices, usually available from £80.

ALL vehicles over £500 are steam cleaned and works
checked.

AS Plaxton Burlingham authorized repairers for the
south, we offer a good repair service. Also painting
and trimming. Crash jobs our speciality. We can usually
arrange to hire you a coach while yours is off the road.
849-19.

COACHES AND COMPONENTS, LTD.

469-475 HOLLOWAY ROAD, LONDON, N.7.
Archway 2647 (five lines).

NEW BEDFORD diesel Duple 41-seater Super Vegas,
only a limited number available.

1957 BEDFORD petrol 41-seater Super Vega,
exterior cream, red, certificate of fitness March,
1964.

1956 BEDFORD petrol 36-seater Continental luxury
Duple, exterior ivory, red, certificate of fitness
to May, 1961.

1955 BEDFORD 38-seater Super Vega, fawn floral
moquette, cream, red exterior, Perspex roof
vents, certificate of fitness 1960.

1954 BEDFORD 36-seater Super Vega, red moquette,
cream exterior, glass roof quarters, clock,
heater, two Perspex lift-up roof vents, certificate of fitness
1964.

1954 BEDFORD 36-seater Duple, red moquette,
exterior red-white, certificate of fitness May,
1964.

1954 BEDFORD diesel 36-seater Harrington Duple,
choice of four.

1952 DENNIS 35-seater, blue moquette, exterior blue-
cream, certificate of fitness April, 1962.

1952 BEDFORD 35-seater Duple, red moquette,
exterior red-black, certificate of fitness July,
1962.

1952 BEDFORD 35-seater Duple body, sliding roof,
green moquette, exterior cream-green, certificate
of fitness to April, 1962.

1952 March, BEDFORD 33-seater, petrol-engined
Duple Super Vega, exterior orange-cream, certificate
of fitness to 1962.

1951 June, BEDFORD petrol 33-seater Super Vega,
exterior cream-red, certificate of fitness June,
1961.

1951 52 BEDFORD, 35-seater Gurney Nutting body,
certificate of fitness 1961; choice of three.

1951 FODEN 37-seater Metalcraft, green moquette,
exterior grey-green, certificate of fitness Febru-
ary, 1961.

1951 DENNIS 37-seater Gurney Nutting, red
moquette, exterior maroon-cream.

1950 FODEN (6LW), 33-seater Metalcraft body,
certificate of fitness 1960, choice of two.

1950 ALBION (diesel) 31-seater Allweather body,
fawn moquette, light blue, cream exterior, cer-
tificate of fitness March, 1960.

1948 DENNIS 33-seater Duple, sliding roof, high-
back seats, red-fawn moquette, exterior
blue-cream, certificate of fitness 1963.

SEVERAL 29-seater and half-cab coaches at low prices
to make room for new stock. These are particularly
suitable for conversion. 849-54

Used Passenger Vehicles (contd.)

ARLINGTON MOTOR CO. LTD.
LONDON'S LEADING PASSENGER AND
COMMERCIAL-VEHICLE SPECIALISTS.
HEAD OFFICE:—
HIGH ROAD, PONDERES END,
ENFIELD, MIDDLESEX.
HOWARD 1266 PBX.

NEW A.E.C.-Duple Britannia 41-seater, central-entrance
coachwork, three heaters and other extras fitted,
vacuum brakes, choice of two, immediate delivery in
primer.

NEW A.E.C.-Duple Britannia 41-seater, front-entrance
coachwork, three heaters and other extras fitted,
vacuum brakes, choice of two, immediate delivery in
primer.

NEW LEYLAND Leopard-Duple Britannia 41-seater,
central-entrance coachwork, completed to require-
ments, painted and lettered, Whitsun delivery.

NEW BEDFORD Duple SB3, petrol engine, Super Vega
41-seater coachwork 8-ft. wide, glass roof quarters,
tubular racks, two heaters and other extras fitted, varied
interior finish, J or K moulding scheme, choice of six,
immediate delivery in primer.

NEW BEDFORD Duple SB3 petrol engine, Super Vega
41-seater coachwork 8-ft. wide, K mouldings, two
heaters fitted and various extras, red moquette, immediate
delivery in primer.

NEW BEDFORD Plaxton SB3 petrol engine, Consort
41-seater coachwork, glass roof quarters, tubular racks,
two heaters, two-tone Formica, other extras, finished
cream, delivery immediate.

NEW BEDFORD Duple SBI (300-cu.-in. diesel engine),
Super Vega 41-seater coachwork, 8 ft. wide, two
heaters fitted and other extras, choice of three, immediate
delivery in primer.

NEW BEDFORD Duple SBI (300-cu.-in. diesel engine),
Super Vega 41-seater coachwork, 7 ft. 6 in. wide,
two heaters fitted and other extras, immediate delivery
in primer.

NEW BEDFORD Harrington SBI (300-cu.-in. diesel
engine), Crusader 41-seater coachwork, glass roof
quarters, tubular racks, radio, four lamp, two heaters,
wheel discs and other extras fitted, interior red-grey
moquette, finished red and cream, immediate delivery.

NEW BEDFORD Harrington SBI (300-cu.-in. diesel
engine), Crusader 41-seater coachwork, glass roof
quarters, tubular racks, two heaters, wired for radio, other
extras fitted, finished October, 1959, a demonstrator,
finished grey and pink, certificate of fitness October,
1960, immediate delivery.

NEW BEDFORD Harrington SBI (300-cu.-in. diesel
engine), Sealoul 60, 41-seater coachwork, radio and
four speakers fitted, two heaters, Formica casing panels
and other extras, upholstered in red moquette, choice
of three, can be completed for Easter delivery.

USED COACHES

EX STOCK.

A.E.C.

1953 Regal Mark IV, underfloor engine, Yeates
flyovers, 14-seater, radio, four lamp, two heaters,
finished red-cream, certificate of fitness 1963.

1952 Regal Mark IV, underfloor engine, Burlingham
39-seater, radio, four lamp, two heaters, finished
ivory-black, certificate of fitness 1962.

1949 Regal Mark III, 9.6, pre-electric gearbox,
mounted with new full-front Yeates coachwork
in 1954, 35-seater, glass roof quarters, tubular racks, no
bulkhead, divided seats, finished blue, choice of three,
certificate of fitness 1962.

LEYLAND.

1950 Comet Burlingham 33-seater, red seats, finished
red-maroon, certificate of fitness 1961.

1949 Comet CPO-1, Harrington 33-seater, finished
red-cream, certificate of fitness 1964.

BEDFORD.

1959 Burlingham 41-seater, petrol engine, radio and
speakers, two heaters, many extras, finished
grey and red, certificate of fitness 1966.

1957 Plaxton 41-seater, full luxury coachwork, radio,
microphones, heaters, Formica panels and many
extras, immaculate condition throughout, finished grey and
red, certificate of fitness 1964.

1954 Plaxton 38-seater, glass roof quarters, tubular
racks, finished cream brown, certificate of fitness
1964.

1954 Duple 38-seater Super Vega, red moquette,
finished blue, certificate of fitness 1964.

1952 Gurney Nutting 35-seater, floral moquette,
lift-up roof vents, repaired ivory-black, ex
large fleet owner, certificate of fitness 1962.

1952 Duple 37-seater Vega, red moquette, finished
blue, certificate of fitness 1962.

1952 Duple 37-seater Vega, green moquette, finished
cream, certificate of fitness 1962.

1952 Duple 33-seater 8-ft. wide, upholstered in green,
finished green and cream, certificate of fitness
November, 1961.

ALSO stock of half-cab Leyland and A.E.C. coaches.

THE FOLLOWING COACHES ARE FOR SALE FOR
THE FIRST REASONABLE OFFER.

1952 SEDDON Perkins oiler 29-seater, certificate of
fitness 1964.

1950 MAUDSLAY 7.7 A.E.C. engine 35-seater,
Gurney-Nutting coachwork.

1950 DENNIS 34 33-seater 5-seater coachwork, full
front, certificate of fitness October, 1960.

1950 FODEN 6-cylinder oiler central entrance 37-
seater, Whitsun coachwork, certificate of fitness
1960.

1950 LEYLAND PSI 33-seater All-weather coach-
work, A.E.C. 9.6 33-seater, Duple coachwork, half
cab, certificate of fitness 1963.

1949 A.E.C. 9.6 engine half-cab 35-seater, Thurgood
coachwork, certificate of fitness 1961.

1947 BEDFORD 29-seater, Duple Vista, certificate
of fitness 1962.

LONDON:

25-27 VAUXHALL BRIDGE ROAD, VICTORIA, S.W.1.
Phone, Vic 6033.

CARDIFF:

DUMBALLS ROAD, CARDIFF.
Phone, Cardiff 30641.

SUDBURY, SUFFOLK.

CORNARD ROAD, SUDBURY, SUFFOLK.
Phone, Sudbury 2301. 849-206

Used Passenger Vehicles (contd.)

THE MILLBURN ORGANIZATION,
COMMERCIAL AND PASSENGER VEHICLE
SPECIALISTS.
OFFER FOR
IMMEDIATE AND EARLY DELIVERY:—
NEW LEYLAND Tiger Cub 41-seater Duple, high
luxury coachwork.
NEW Thames Duple 41-seater de luxe.

GOOD allowance on part-exchanges. Write, phone or
call at:—

MILLBURN MOTORS (PRESTON), LTD.
WALMER BRIDGE,
LONGTON, PRESTON.
Phone, Longton, Lancs. 3255-6.

USED BUSES AND COACHES.

1956 BEDFORD Plaxton 41-seater.

1954 LEYLAND Tiger Cub Alexander 41-seater, 1801
LEYLAND Royal Tiger Plaxton 41-seater.

1953 BEDFORD Duple 37-seater.

1952 BEDFORD Duple 35-seater.

1952 BEDFORD Plaxton 33-seater.

1950 BEDFORD Vista Duple 29-seater.

GOOD condition throughout, good certificate.

1949 BEDFORD Duple 29-seater.

1949 FODEN 6LW Whitsun full-front 33-seater,
certificate of fitness 1961.

1948 LEYLAND PD1 Burlingham full-front
enclosed-staircase 53-seater, low-bridge double
deck bus, good order.

1948 Arab 5LW 33-seater, certificates of fitness
1963 (choice of two).

1947 48 A.E.C. 9.6 and 7.7 units, 32- and 33-seater
buses and coaches, good order throughout and
certified.

1946 47 LEYLAND PD1 low-bridge 53-seater double-
deck buses, bodies by Eastern Counties,
Leyland and Massey, ready to drive away.

1949 SEDDON Mark IV 31-seater luxury saloon.

COME TO
MILLBURN MOTORS, LTD., AT GLASGOW,
CARLISLE OR PRESTON FOR THE FINEST
SELECTION OF BUSES AND COACHES.
SPARES FOR DAIMLER, DENNIS, GUY, LEYLAND
TD1, 5 and 6 MODELS.

N.B.—Next Motor Auction Sale, Thursday, April 7, 1960.
ENTRIES INVITED.

MILLBURN MOTORS (PRESTON), LTD.
WALMER BRIDGE,
LONGTON, PRESTON.
Phone, Longton, Lancs. 3255-6.

F.C.S., LTD. F.C.S., LTD.

NEW STOCK.

100 DOUBLE-DECKERS 100
1948-49 A.E.C. Leyland and Bristol double-deckers
with Metcam Eastern Coachworks, Furt
Royal, high- and low-bridge 56-seater all-metal bodies,
fitted 7.7 A.E.C.; 7.4-9.8 PD2 Leyland and 5LW Bristol
AV engines, certificate of fitness 1964-65, price from
£250-£650.

BARGAIN OF THE WEEK.
1948-49 LEYLAND PD2s 56-seater, high-bridge
Duple, Windover and Eastern Coach Works,
engines, in good mechanical and body condition, certificate
of fitness 1962. Price £500. Choice of four.

125 SERVICE SALOONS 125

AND COACHES.
1948-49 A.E.C. Leyland, Bristol with Harrington,
Duple, Windover and Eastern Coach Works,
33-35-seater bodies, fitted 9.6-7.7 A.E.C., Leyland 7.4
PS1, Bristol 5LW Gardner and Bristol AV engines, cer-
tificate of fitness 1963-62, prices from £450-£550.

BARGAIN OF THE WEEK.

1951 A.E.C. Beadles with 39-seater all-metal conti-
nental coach bodies, with large rear continental
luggage boot, interior continental racking, three seats
Perspex roof lights, fitted series low-mileage 7.7
A.E.C. diesel engines, crash boxes, in immaculate body
and chassis condition, certificate of fitness November,
1961. Price £950. Choice of four.

OUR STOCK CHANGES WEEKLY. PLEASE WRITE
FOR FURTHER INFORMATION ON OUR WEEKLY
STOCK LISTS.

GENEROUS PART-EXCHANGE ALLOWANCES.
THREE MONTHS' GUARANTEE.
FREE SPARES.
SPECIAL H.P. FACILITIES.

These are only a few of well over 200 passenger vehicles
of most well-known makes and seating capacities which
are available for immediate inspection and trial.

F.C.S., LTD. F.C.S., LTD.

F.C.S. WORKS,
LONDON ROAD,
DUNCHURCH,
NEAR RUGBY
Phone, Dunchurch 262 and 265. 849-37

Used Passenger V

BARNARD A
PASSENGER F

WE are now taking
view of the great de
you place your order
1959 BEDFORD
Duple body,
cation and many d
certified 1965.

1959 BEDFORD
with radio,
many other extras, str
certified.

1955 BEDFORD
roof lights,
and heater, certifi

1955 SEDDON
Elizabethan body, fit
dition throughout, ch
1954 A.E.C. R
condition, certifi

1954 BEDFORD
body, fitted

1953 BEDFORD
fitted with
tubular racks, in
certified 1963.

1953 Burlingham
lights, certified 1963.

1953 BEDFORD
body, fitted
dition throughout

1952 BEDFORD
body, fitted
clean condition, rit

1951 Harrington
in good, clean con

1951 LEYLAND
seater, fitted
radio and heater, S

1950 BEDFORD
24-seater
roof lights, in good
1960.

1950 A.E.C. 9
luxury
certified 1960.

1949 48 LEYLA
with Du
Formica side panel
choice of eight, co

SEVERAL coach
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NIGHTS

Used Passenger Vehicles (contd.)

BARNARD AND BARNARD, L.T.D.
PASSENGER FORD COACH DEALERS.

We are now taking orders for autumn delivery of the new Yeoman and Consort IV 41 coaches, in view of the great demand for these coaches make sure you place your order early.

1959 BEDFORD Super Vega, 41-seater full-luxury Duple body, fitted with heater, speech amplification and many other extras, small mileage, as new, certified 1965.

1959 BEDFORD SBI Super Vega 41-seater, fitted with radio, heater, Formica side panels and many other extras, small mileage, as new, certified 1966.

1955 BEDFORD Vega 36-seater, Perspex quarters, roof lights, tubular racks, cream and red, radio and heater, certified.

1955 SEDDON, fitted with Perkins R6 oil engine, 2-speed axle, 41-seater full luxury Duple Elizabethan body, fitted with heaters, in good clean condition throughout, choice of three.

1954 A.E.C. Reliance, 41-seater full-luxury Duple body, fitted heaters, speech amplification, in excellent condition throughout, certified 1964.

1954 BEDFORD Vega 38-seater, full-luxury Duple body, fitted with heaters, certified 1964.

1953 BEDFORD Plaxton 37-seater, full-luxury body, fitted with heater and radio, Perspex quarters, tubular racks, in good, clean condition throughout, certified 1963.

1953 BEDFORD Seagull 36-seater, full-luxury Duple body, fitted with heater, roof lights, certified 1963.

1953 BEDFORD Vega 37-seater, full-luxury Duple body, fitted radio, heaters, in good, clean condition throughout, certified 1963.

1952 BEDFORD Vega 35-seater, full-luxury Duple body, fitted with heater, good tyres, in good clean condition throughout, certified 1962.

1951 LEYLAND PS2 37-seater, full-luxury Harrington dorsal fin body, fitted with heater, in good, clean condition throughout, certified 1961.

1951 LEYLAND Royal Tiger, fitted air brakes, 39-seater, full-luxury half-decker, Whitson body, radio and heater, certified 1960.

1950 BEDFORD Vista, full-luxury Duple body, 24-seater with Chapman reclining seats, glass roof lights, in good, clean condition throughout, certificate 1960.

1950 A.E.C. 9.6 oil engine, full front 35-seater, full-luxury Thurgood body, fitted with heater, certified 1960.

1949-48 LEYLAND PSI full-front 35-seater, fitted with Duple and Burlingham bodies, heaters, Perspex side panels, in excellent condition throughout, choice of eight, certified 1962-61.

SEVERAL coaches suitable for workmen and mobile shops at very reasonable prices.

PART-EXCHANGES. HIRE-PURCHASE. YOUR FORD DEALERS.

PHONE, SYDENHAM 2224-5-6.

310-326 SYDENHAM ROAD.

LONDON, S.E.26.

AFTER HOURS, BIGGIN HILL 330.

849-343

DON EVERALL, L.T.D.

34 CLEVELAND ROAD,

WOLVERHAMPTON.

PASSENGER TRANSPORT SPECIALISTS.
NEW BEDFORD OR FORD CHASSIS AVAILABLE

BODIED BY BURLINGHAM TO YOUR INSTRUCTIONS. ONLY A FEW AVAILABLE.

1958 COMMER TS3 41-seater Duple S.V. coaches, air brakes, £3,250.

1958 BEDFORD petrol 41-seater Duple coach, immaculate condition, £3,100.

1955 DAIMLER Freeline 41-seater Duple Elizabethan coach, new name fitted, £2,600.

1955 BEDFORD petrol and diesel 36-38-seater Duple bodies, choice of several, £1,800 and £2,350.

1954 SENTINEL 6-cylinder diesel 44-seater service bus, driver-operated door, certificate of fitness 1964, £1,650.

1954 GUY Arab lightweight 6HLW underfloor engine, 41-seater Burlingham Seagull coaches, choice of nine, ex our own fleet, £2,400.

1953 BEDFORD petrol 33-seater Burlingham coaches, many extras, certified 1964, specially designed for Continental use, £1,600.

1952 DAIMLER Freeline 43-seater Metalcraft coach, choice of two, certified 1962, £1,700.

1951 FODEN 6LW rear-engine 41-seater Bellhouse-Hartwell coach, certified 1961, £1,350.

1951 LEYLAND PSI 37-seater Burlingham coach, certified 1961, £1,000.

1950 COMMER Avenger, petrol, 33-seater Plaxton coach, courier seat, heaters, etc., recertified 1963, 8675.

1950 DENNIS 6-cylinder diesel 35-seater Whitson coach, certified 1960, £500.

1949 MAUDSLAY 7.7 33-seater Duple coach, certified 1962, £500.

50

DIESEL 33-SEATER HALF-CAB AND 29-SEATER PETROL COACHES AT £150-£400, OR AVAILABLE FOR

HIRE

FOR SHORT OR LONG PERIODS.

PHONE, WOLVERHAMPTON 23212.

NIGHTS AND WEEK-ENDS, 32347 AND 22293.

DON EVERALL, L.T.D.

849-115

Used Passenger Vehicles (contd.)

FRANK COWLEY.

200

BUSES AND COACHES
ACTUALLY IN STOCK.

READY FOR IMMEDIATE SERVICE.

1952 LEYLAND Royal Tiger, underfloor engine, a very super-luxury coach, fitted special air conditioning and intercom, radio, the last word in luxury, £1,450.

1952 LEYLAND Royal Tiger, left-hand drive, full-luxury coach, immaculate throughout, fitted with special 33-ft. body, ideal for export, £1,150.

1952 A.E.C. Mark IV underfloor-engined 39-seater luxury coaches, finished grey and red with red interior, in tip-top condition throughout, certificate 1962, £975 each.

1952 DENNIS 39-seater full-front full-luxury coach, in brand-new condition inside and out, a very super luxury coach, certified 1962, £1,150.

1949 LEYLAND PSI, full front, no bulkhead, full-luxury coaches, unmarked and perfect 100% condition throughout, certified 1964, £525 each.

1950 DAIMLER 35-seater full-luxury super coach, this machine is 100% perfect and definitely unmarked, certified, £650.

1950 BRISTOL 33-seater coaches, Gardner 5LW diesels and 5-speed boxes, a very lovely fleet of coaches, £395 each.

1948 A.E.C. 34-seater service buses, fitted with bodies, ready for immediate service, £275.

1948 LEYLAND PSI 32-34-seater service buses, all in excellent condition and ready for immediate service, £275 each.

1947-48-49 BRISTOL 35-seater super service buses, powered by Gardner 5LW diesels and 5-speed gearboxes, exceptionally clean and in beautiful condition throughout, just into stock, choice of 40, £325 each.

1946-47-48 A.E.C. double-deckers with almost-new bodies, powered by A.E.C. 7.7 and 9.6 diesels, exceptional vehicles, choice of 34, £350.

LEYLAND high- and low-bridge double-deckers, 1949 and 1950 bodies, excellent and very clean throughout, £225 each.

FRANK COWLEY.

3 BLACKFRIARS ROAD.

SALFORD, 3.

Phone, Manchester, Blackfriars 7577 and

Blackfriars 1048.

849-500

LANCASHIRE MOTOR TRADERS, L.T.D.

OLYMPIA GARAGE.

LIVERPOOL STREET, SALFORD, 5.

Phone, Pendleton 5201.

EVENINGS, OLDHAM MAIN 2461.

SECOND-HAND COACHES

NOW IN STOCK.

1956 LEYLAND Tiger Cub fitted new tyres, new engine, front entrance, very good condition, £3,250.

1955 BEDFORD petrol 38-seater, Duple and Yeates Riviera, fitted radio and heater, choice of two, £2,900.

1953 BEDFORD petrol 36-seater, Harrington, autumn tint interior, cream and red exterior, excellent condition, choice of three, £1,650.

1953 A.E.C. 9.6 41-seater, Harrington, red interior, grey and blue exterior, radio and heater, £1,750.

1956 BEDFORD petrol 41-seater, Duple Super Vega, fitted radio and heaters, good clean condition, choice of three, £2,250.

1951 COMMER Avenger, 8 ft. wide, 33-seater Plaxton, radio and heater, £850.

1957 BEDFORD 41-seater Burlingham, oyster-type heaters, red and grey interior, red and cream exterior, in perfect order, £2,575.

1951 BEDFORD 33-seater Plaxton, 8 ft. wide, split-type seating, blue interior, cream and red exterior, radio and heaters, £1,250.

1952 BEDFORD petrol Duple Super Vega 35-seater, red interior, cream exterior, fitted glass quarters and heaters, £1,250.

ALL the above vehicles are garaged under cover on our premises.

CHARLES COPPOCK, L.T.D.

SERVICE BUSES.

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ELM GROVE, CROSS STREET, SALE, CHESHIRE.

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Bolton. Phone, Bolton 827, after hours 4652. 849-131

1957 TR3 articulated unit, air brakes, well shod.
one owner, with 25-ft. trailer, B.T.C. coupling,
choice of two. Box CM371, care of "The Commercial
Motor." 849-502

Articulated Vehicles Wanted

WANTED, 10-ton Scammell artic. trailers. W. H.
Short, Ltd., Newburhorpe, Notts. Kimberley 2391.
849-132

WANTED, 25-ton low-loader, 20-22 ft. in the well,
year immaterial providing sound and clean. Details
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New Passenger Vehicles (contd.)

SILVER LINE MOTORS,
MOORLANDS,
WELWYN GARDEN CITY, HERTS.
Phone, W.G. 5494.
Are now taking orders for 1960 29-41-seater coaches,
finished to instruction.
VAUXHALL AND BEDFORD MAIN DEALERS.
222-862

COACHES AND COMPONENTS, LTD.
469-475 HOLLOWAY ROAD, LONDON, N.7.
Phone, Archway 2647 (five lines).
ARE now taking orders for 1960 BEDFORD 29 to
41-seater capacity luxury coaches, fitted with petrol
or diesel engines.
PART-EXCHANGES and H.P. terms arranged to your
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THE MOTOR DEPOT,**
158 WALSGRAVE ROAD,
COVENTRY.
PHONE: DAY, 53732; NIGHT, 68503.
SEVERAL CHASSIS ARE NOW BEING BODIED WITH
41-SEATER DUPLY ROMAN.
GIVE US YOUR FINISHING INSTRUCTIONS NOW
FOR SPRING DELIVERY.
GOOD ALLOWANCE ON PART-EXCHANGE.
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UNDERWOODS GARAGE, West Mersea, near
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THAMES 41-seater diesel coach, new, for early delivery.
Duple body. Demonstration available.
PHONE, West Mersea 322. 849-378

VOLKSWAGEN

EUROPEAN CARS, LTD., distributors for London
Western districts. Early delivery Kombi, Microbus,
Van, pick-up, ambulance. 129-131 Old Brompton Rd.,
S.W.7. Fre 7722. 222-741

Miscellaneous Vehicles (contd.)

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WARD LA FRANCE fully powered slewing and lifting
extending jib, slews 180 degrees, capable of lifting
20 tons, heavy duty winches front and rear, £2,000.
B.H.B. Motors, Ltd. Colnbrook 2741. 849-156

6-WHEELER heavy breakdown vehicle, boom-type lifting
jack, Dodge (American) Chrysler engine, Garwood
heavy-duty winch, 5,000 miles only, £450.
FIELDS GARAGE, Grove Road Works, Grove Rd.,
Hitchin, Herts. Phone, Hitchin 3744. 849-4228

BREAKDOWN tractor, Bedford Q.L. shortened chassis,
wheelbase 9 ft. 3 in., low-gear winch, new chassis
and jib. Salop Trailer Co., Ltd., Old Colham, Shrews-
bury. 851-6482

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DUE to exchange of fleet. Twelve 1959 Ensign cars
as follows:—
FOUR from May, four from June, three from July,
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THESE vehicles have been maintained in highest standard
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appointment, and subsequent offer.
CAMTAX (1953), LTD., 8 Northampton St. Phone,
Cambridge 54245. 849-4249

ROLLS P2, 1937 saloon, fitted with 4LW Gardner diesel
engine, air brakes, £700.
BAYLISS, Timberham Works, Lowfield Heath, Crawley,
Sussex. Horley 4536. 849-479

CATTLE CONVEYORS AND HORSEBOXES

LEYLAND Comet diesel cattle truck, 2-tier, lift-off
type container, £450.
WALTER WALKER (ECCLESFIELD), LTD.,
Ecclesfield, near Sheffield. Phone, Ecclesfield 3667.
849-329
A53

Miscellaneous Vehicles (contd.)

1954 BEDFORD 5-ton long-wheelbase cattle truck, diesel, very clean and in excellent mechanical condition throughout, repainted blue, £525.

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PART-EXCHANGES WELCOMED.

GRAHAM BROTHERS (MOTORS), LTD.
THE COMMERCIAL SALES DEPT.,
799 CHESTER ROAD,
STRETFORD, MANCHESTER.
Phone, Tra 3311 (extension 11). 849-455

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1956 STANDARD Vanguard Countryman, choice of two, immaculate condition, from £475. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 849-336

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AUSTIN and Bedford 4 x 2 and 4 x 4 3-ton vehicles, in first-class condition, available. Specification and photographs available on request. Overseas inquiries invited.

C. MORGAN AND SON, Waltham Chase, Southampton. Phone, Bishop's Waltham 153. Cables, "Morganspare, Southampton." 222-882

SWORDER (MOTORS), EXPORT, LTD. for all ex-W.D. trucks on request. London Roadwater, High Wycombe, Bucks. Phone, High Wycombe 4078. 222-933

LARGE fleet latest-type MORRIS R.M.C. 4-wheel-drive trucks, reconditioned, model M.R.A.1.
AUTO UNITS (EALING), LTD., Derwent Rd., W.5. Eal 5108. 851-8460

SEVERAL FORD WOT6 machinery trucks, unused since reconditioned in 1957, fitted sliding boom block and tackle and 24-kV generator, etc. Jacques Ltd., 229 Hammersmith Rd., W.6. Riv 6677. 849-135

A.E.C., Albion, Austin, Bedford, F.W.D., Maudslays. Also winch and tipper vehicles. Specialists in 4 x 4 and 6 x 4 drive vehicles. Spares and tyres.
J. H. ROLLASON, Yorkford Hill, Romsey, Hants. Phone, Braishield 395. 222-986

MAIN MOTORS, LTD., Ewelme, Oxon (phone 62), offer this week:
LATEST release of low-mileage Bedford 3-ton 4 x 2, immaculate, from £125; Ford E10 with fifth pin couplings, carrier winch, 4 x 4, at £150; Morris 4 x 4 medium chassis, £140; Canadian Chevrolet and Ford, as lying, offers; one each Bedford OL tanker, 950-gal., and OY model with 500-gal. tank; G.M.C. 6 x 6, requires attention, offers; Albion 6 x 4, as new, ideal farm work, with paraffin conversion, £140; choice of 40 Dodge 15-cwt. 4 x 4, some with winch, require attention, from £65; Foden 6 x 4, ex-W.D. registered, choice of 3 from £425; Scammell mechanical horse and spares; Dennis Max diesel, one owner, from £145; choice of 2- and 4-wheel trailers, also T.sker and Scammell articles, from £150. Try us for your used spare parts, practically every make available at competitive prices. 849-434

INSULATED VANS

1939 FODEN 6-wheel Steer, with insulated meat box, ready for work, fitted for draw-bar trailer, etc., reason for sale, reduction in fleet, nearest £425, drive away, no dealers. Phone, Shorehield 9401. 849-55

INSULATED meat container, 14 ft. 6 in., on a Dyson 4-wheel draw bar trailer, air brakes, R. Cowdell, 121 Malpas Rd., Newport, Mon. Phone 59860. 849-365

LUTON VANS AND PANTCHNIONS

LET us quote you for a Freight light-alloy Luton on your chassis, 500 to 2,000 cu. ft., prices from £295. Two-year warranty.

FREIGHT ENGINEERING CO., Cray Rd., Sidcup, Kent. Phone, Footscray 6831. 849-954

BEDFORD 4-ton 1959 200 diesel, 1,000-cu.-ft. Luton alloy body, 825 by 16 oversize tyres, heater, flashers, washers, etc., £1,000 o.n.o.

DODGE, September, 1954, 3-ton, P4 diesel engine, 1,150-cu.-ft. Luton body, good condition, excellent tyres and mechanical order, £425 o.n.o.

REASON for disposal of these vehicles is that they no longer suit our requirements.

HARRIS AND CO. (WALTHAMSTOW), LTD., 6-12 Eden Rd., E.17. Coppermill 4777 and 4713. 849-8400

A new, 1959 Ford Thames Trader 1,500-cu.-ft. Luton van, very smartly coach painted light blue, low mileage, cost £2,060, to be sold by auction on March 29, 1960, at Measham Motor Sales, Ltd., Measham, Burton-on-Trent. 849-8457

1936 BEDFORD pantechion, in fine condition, 14 ft. 6 in. by 8 ft. 7 in., roomy Luton with low floor, panelled metal-faced ply, completely watertight, engine in good working order, unladen weight 2 tons 9 cwt., well shod, bargain, £100. Perkins Bros., Broad St., Wokingham. Phone 112. 849-11

1947 JENSEN pantechion, 1,450-cu.-ft. capacity, unladen weight 3 tons 13 cwt., alloy body, payload six tons, engine P6, 12,000 miles only, available March, 1960. Rugby Autocar Co., Ltd., Nuneaton. Phone 4101-5. 849-111

1956 DODGE 5-ton diesel, 1,050 cu. ft., all-aluminium body, Luton, very well tyred, generally in excellent condition, unladen weight 3 tons 14 cwt., £875.

1955 BEDFORD 5-ton 1,450-cu.-ft. diesel Luton, one owner, very tidy body, now being fitted with factory replacement Perkins diesel engine, with new roof lining, unladen weight 2 tons 19 cwt., from £1,050. Church Road Motors Ltd., Hadleigh, Essex. Phone, Hadleigh 57271. 849-251

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Miscellaneous Vehicles (contd.)

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AUSTIN DISTRIBUTORS.
AVAILABLE FOR

IMMEDIATE DELIVERY:—

NEW AUSTIN 3-ton forward-control FG cab, new look, diesel fitted, with 1,000 c.c. Luton body.

NEW AUSTIN LD2 30-cwt., diesel fitted with 500 c.c. Luton body.

NEW AUSTIN LD2 30-cwt., diesel, extended chassis, fitted with 650 c.c. Luton body.

THE above vehicles carry our "Stand By" guarantee. Hire-purchase, part-exchange, Bodybuilding.

ALWAYS a large selection of AUSTIN trucks and vans from 5 cwt. to 5 tons.

H. A. SAUNDERS, LTD.
836 HIGH ROAD, FINCHLEY, N.12.
Hillside 5272, ext. 22. 849-79

1952 BEDFORD Luton van, £150. 77 Leghorn Rd., Harlesden, London. Elgar 4518. 850-x4077

NOVEMBER, 1955 BEDFORD Luton van, 1,000 cu. ft., Perkins P6 engine, in marvellous condition, £425, 373 East Bank Rd., Sheffield. Phone 29139, 37529, 396241. 849-225

BIRMINGHAM COMMERCIAL OFFER:—

NEW MORRIS Luton vans from stock.

5-TON 1,650 and 1,250 c.c.

30-CWT. Luton van, 690 c.c.

4-TON BEDFORD 1,000 c.c.

1954 LEYLAND 1,700 c.c.

1955 MORRIS boxvan, 750 c.c.

1955 AUSTIN boxvan, 750 c.c.

TERMS AND EXCHANGES.

560 COVENTRY ROAD,

BIRMINGHAM, 10.

Phone, Victoria 0437-8. 849-205

1952 BEDFORD 2-3-ton Luton van, one owner, £225. Gordon King Motors, Mitcham Lane, S.W.16. Streatham 3133-4. 849-266

TWO large capacity articulated pantechions, trailers, low loading, one almost new, complete with all fittings, bargain.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. 849-409

1953 BEDFORD Luton van, petrol, walk-in tail-board, 1,200 cu. ft., £295. Apply, Cole and Sons (Furnishers), Ltd., 57 Ipswich St., Stowmarket, Suffolk. 849-385

MORRIS 5-6-ton diesel 1,000-ft. pantechion, October, 1952, overdrive gearbox, one owner, £350. Commercial Disposals, Ltd., Fremington, Devon. Fremington 203. 851-x4272

CHANDLERS MOTORS, LTD.
October, BEDFORD 4-5-ton diesel 900-cu.-ft. pantechion with drop well, in excellent condition, £365.

1954 BEDFORD A-type 8-ton van, used on Admiralty contract, in excellent order, £350.

1951 BEDFORD 3-ton pantechion, Plymax body, 928 cu. ft., drop well, £185.

CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10. Phone, Greenwich 2033-4. 849-293

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NEW LUTON VANS FOR

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1957 12-15-cwt. BEDFORD pantechion's roll-shutter back door, immaculate condition, £365.

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IMMEDIATE delivery of new Bedford Smith Mark II Cornerlet and Austin 152, Morris Walter high tops; also used Morris JR types and Albion diesel. Lists, photographs, Lawton-Goodman, 135 Criklewood Broadway, N.W.2. Gladstone 2226. 849-42

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BARFORD road roller, 3 ton, diesel. Walter P. Barford (Ecclesfield), Ltd., Ecclesfield, near Sheffield. Ecclesfield 3667. 849-309

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LARGE stock of tanks and tankers, all types, for disposal. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2343. 222-805

1,500-GALLON tanker, three compartments, BEDFORD, 1957, diesel, £685. Tho 8633. 852-047

1956 BEDFORD-SCAMMELL diesel 5-type unit and 2,000-gallon tanker trailer, complete with pump and all equipment, in very nice order, also a number of other tankers in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 849-409

1953 BEDFORD Scammell artic. with 2,000-gal. trailer, with pump.

1948 A.E.C., 3,500 gal.

1952 BEDFORD, 1,200 gal., choice of two, with pump.

1954 AUSTIN 1,000-gal. 3-compartment, with pump, choice of six.

F. A. DOLMAN, LTD., 186 Carlton Avenue, H. Southend-on-Sea. Phone 43262. 849-446

TANKERS, 1,200 gal., 1949-50, Austin, Quinton and Thompson, Ltd., Lancaster Rd., Uxbridge. Phone, Uxbridge 8617. 849-401

Tank Wagons Wanted

STAINLESS-STEEL tanks and tankers required. Ben CM273, care of "The Commercial Motor." 222-851

WANTED, second-hand tanker suitable for bulk only deliveries. Ragus Products, Ltd., Slough 2072. 849-334

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1955 DODGE 5-ton tipper, drop-side steel body, petrol, one owner, super condition, £450.

1958 DODGE 5-ton diesel long-wheelbase tipper, 8.25 by 20 tyres. Telechot underbody pump, Eaton 2-speed axle, 47,000 miles only, one owner, £1,150. Church Road Motors, Ltd., Hadleigh, Essex. Phone 57271. 849-252

1956 BEDFORD 7-ton tipper, R6 engine, steel body, £475. C. Russell, 155 Millbrook St., Northam, Southampton. Phone 26590. 849-301

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THE COMMERCIAL SALES DEPT.,

799 CHESTER ROAD,

STRETFORD, MANCHESTER.

Phone, Tra 3311 (ext. 11). 849-456

1950 SCAMMELL articulated bulk tipper, large capacity body, suitable for coal, coke, etc., 6½W engine, air brakes, in good running order, one owner, a very large concern, £1,100.

1956 B.M.C. long-wheelbase diesel tipper, wooden drop-side body, in excellent order, £650.

1957 BEDFORD 7-ton diesel tipper, 300 engine, drop-side body, in very good running order, £650.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 849-409

1955 DODGE fitted with 7-yd. body, Perkins P6 diesel engine and 2-speed axle, good running order, £425. Ford Thames tipper, petrol engine, excellent condition, very little used, £170. L. W. Vass, Ltd., Amphil, Bedford, Amphil 3255. 222-507

FORDSON Thames 1953 ET7, diesel P6, 5-ton tipper, dumper type, good tyres and mechanical condition, good cab, wins, etc., £225. Uxbridge 8617. 849-403

Tipping Lorries Wanted

TIPPERS wanted. Dodge, all models, 1955 onwards, low mileage, Church Road Motors, Ltd., Hadleigh, Essex. Phone 57271. 849-252

TRACTORS

BEDFORD artic., Hands coupling with two straight-9 frame 18-ft. semi-trails, tyres 7.50 by 20, unit 1340 with good petrol engine, also reconditioned P6 diesel engine with conversion parts for above, both trailers in perfect condition. Emrys Contracting Co., Ltd., 35 Whitehall St., Dundee. 849-4

1954 BEDFORD A short-wheelbase (petrol) Scammell unit, one owner and very clean, well tyred, £275. W.E.M. Motors (Wimbolden), 506-508 Kingston Rd., London, S.W.20. Phones, Cherrywood 4322 and 4568. 849-309

Miscellaneous V

1952 BEDFORD 5-ton long-wheelbase cattle truck, diesel, very clean and in excellent mechanical condition throughout, repainted blue, £525.

1950 BEDFORD 5-ton long-wheelbase cattle truck, diesel, very clean and in excellent mechanical condition throughout, repainted blue, £525.

8-TON used BEDFORD order.

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10-TON used BEDFORD order.

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1959 Thames T type coupl

1958 B.M.C. d

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1959 August, Scammell

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R.A. DYSON, R. Liverpool, 18

TAILOR Dolls

OVER 200 used

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diesel. Walter Wainwright, near Sheffield. Phone 849-213

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tankers, all types, for commercial, Ltd., Station Road, Bolton 2343. 852-885

compartments, BED 1685. The 8023. 852-847

diesel 5-type unit and er, complete with pump, order, also a number of

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artic. with 2,000-gal.

choice of two, with compartment, with pump, 186 Carlton Avenue. 849-438

Austin, Quinlan and d., Uxbridge. Phone. 849-447

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ankers required. Ben al Motor. 222-831

uitable for bulk type Ltd., Slough. 849-334

RIES

drop-side steel body, condition. 849-334

long-wheelbase tipper, underbody tank, addition. 849-251

ly, one owner, 1150 Leigh, Essex. 849-251

R6 engine, steel body, Millbrook St., Northam. 849-380

MOTORS), L. TD.

rt-wheelbase end-trail, £250.

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rt-wheelbase tipper, all ready for work.

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MOTORS), L. TD.

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diesel tipper, wooden order, £650.

tipper, 300 engine, good running order.

ley, Hitchin, Herts. 849-397

body, Perkins 37 axle, good running petrol engine, 849-251

el P6, 5-ton tipper, mechanical condition. 849-438

anted

dies, 1955 onwards, 849-397

with two straight- 849-438

ditioned P6 diesel ve, both trailers in ing Co., Ltd. 849-438

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1950 AUSTIN Scammell unit, one owner, perfect. 849-213
P18BRIGHT GARAGE, Pirbright Rd., Southfields. 849-213
S.W.18. Vandyke 6188.

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10-TON used BEDFORD-SCAMMELL S type, Leyland, good order.

12-TON new BEDFORD-SAE, 8.25 by 20, 12-ply tyres.

E. J. BAKER AND CO. (DORKING), L. TD., DORKING 3822 (ext. 19). 849-363

1959 Thames Trader 6, diesel artic., unit, Scammell-type coupling, low mileage, choice of three.

1958 BEDFORD-COMET, diesel artic. unit, Scammell coupling, good running order.

1958 B.M.C. diesel artic. unit, Scammell and SAE couplings, 2-speed axles, choice of four, trailer available if required.

1959 August, Thames Trader 6 tractor unit, Scammell-type coupling, low mileage, very clean vehicle.

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1959 COMMER TS3, diesel tractor unit, appearance as new, Scammell coupling, etc. All the above can be supplied with trailers if required; also many other good tractor units in stock of all types and prices, all bargains.

1958 USH GREEN MOTORS, Langley, Hitchin, Herts. 849-405
R Stevenage 174.

TRAILERS

CARRIMORE. A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately. All models from 3 tons to 50 tons.

CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3-4. 222-707

J. CHARLTON, Commercial vehicles and spares, Hypatia St., Bury Rd., Bolton. Phone, Bolton 9671. SCAMMELL trailers, 3-ton, 6-ton, 8-ton. 222-654

DYSON super trailers and semi-trailers. The best of haul investments.

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TRAILER Dollies, various size tyres, complete with fifth wheel from £30 each. L. W. Vass, Ltd., Amsthill, Bedford. Amsthill 3255. 222-962

OVER 200 used trailers in stock from 5 cwt. to 25 tons capacity, articulated and 4-wheelers, by the leading makers, including low-loaders and semi-low-loaders, box bodies, platform pantechnicons and special types.

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TWO 18-ft. semi-trailers. Hands couplings, straight-frame, tyres 7.50 by 20, both trailers in good condition. Emys Contracting Co., Ltd., 38 Whitehall St., Dundee. 849-5

NEW 26-ft. Scammell hitch, York trailer complete with spare wheel, etc., 9.00 by 20 12-ply tyres, used only for one demonstration, price, etc., on application.

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400 Various trailers in stock, capacity 10 cwt. to 20 tons, including 20-ton drop-bed low-loader, 15-ton semi-low-loader, articulated, 18-ft. or 25-ft. flat bed, 15-ton flat platform articulated, large-capacity box trailer, 2,000-gal. tanker trailers, 1,500-gal. tanker trailers, 1-ton 2-wheeled general service trailer.

J. LEAVESLEY, LTD., Alrewas, Staffordshire. Phone. 849-107
Alrewas 354-5-6.

Miscellaneous Vehicles (contd.)

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FOR every kind of load between 8 cwt. and 35 tons (or over).

SUITSABLE for use with the great majority of prime movers; also for Land Rovers, vans and cars.

QD Straight-frame semi-trailers, and certain other types "off the peg."

COUPLINGS: S.A.E./S.M.M.T.—Taskers "D-S" automatic—mechanical home.

12-TON 24-ft. straight-frame semi-trailers, with Tasker D-S automatic coupling, now ex-stock.

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Manchester Office: 26 Corporation Street, Manchester, 4. Phone, Deansgate 6009. Telex 66-249. 222-836

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YORK semi-trailer, 10-12-ton 27-ft. platform, 9.00 by 20 tyres, very little used, as new, fifth-wheel coupling, high-loading board, ex C licence user, choice of two.

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EAGLE 20-ton low-loader, knock-out axle, 14.00 by 20 tyres, 13-ft. 6-in. well.

T. J. RICHARDSON AND SONS, LTD., 100 Dudley Rd. East, Oldbury, near Birmingham. Phone. 849-85
well 1840 and 2800.

£150. 20-ft. Scammell 8-ton trailer.

£110. (The pair) two 20-ft. Frauhum 10-12-ton artic. trailers.

£40. 3-ton Scammell trailer, good condition.

255 WALTON LANE, Liverpool, 4. Aintree 1873 849-272

TWO Dyson 8-ton trailers, air brakes, 16-ft. long with drop sides, 900 x 20 tyres, like new, £85 each. Royal Motors, 406 Wigan Rd., Bolton. Phone, 598 day, after hours 6479. 849-213

March 25, 1960—THE COMMERCIAL MOTOR 71
(Supplement)

Miscellaneous Vehicles (contd.)

23-FT. 8-ton Scammell trailer, new tyres, £300.

P18BRIGHT GARAGE, Pirbright Rd., Southfields, S.W.18. Vandyke 6188. 849-290

NEW 12-ton York model DW2 semi-trailer, 25-ft., 900 x 20 tyre equipment, fifth-wheel coupling, from stock, £851. Early delivery on all York trailer equipment. Church Road Motors, York Trailer Dealers, Hadleigh, Essex. Phone 57271 (six lines). 849-253

1954 SCAMMELL artic. unit and Cammire 20-ton trailer, 20 ft. in well, 6LW engine, air brakes, one owner, a very nice outfit, complete with winch, etc., bargain.

LOW-LOADERS. We have a number of very good low-loader trailers in stock of all types, including 10-12-tonners up to 17 ft. in well, knock-out axles, also 20-25-tonners and 30-40-tonners, all at very reasonable prices.

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OF
COMMERCIAL VEHICLES**

OF ALL DESCRIPTIONS.
ENTRIES ACCEPTED EVERY WEDNESDAY.
222-870

WITH IMMEDIATE VACANT POSSESSION

DENVER, NORFOLK,

SLUCE ROAD,

VALUABLE FREEHOLD BUSINESS PREMISES
FOR SALE.

1 mile from Downham Market; 11 miles from Littleport;
12 miles from King's Lynn.

MESSRS.

HENRY BOND AND SON,

have received instructions from Mr. A. T. Johnson,
the owner, to sell by auction

AT THE

TOWN HALL, DOWNHAM MARKET,

ON

FRIDAY, APRIL 8, 1960

AT

3 o'clock in the afternoon.

**MOTOR GARAGE AND ENGINEERING
BUSINESS PREMISES**

Including the goodwill of the business

KNOWN AS

SLUCE ROAD FILLING STATION.

Comprising:—

SUBSTANTIALLY BUILT DOUBLE-FRONTED
DWELLING HOUSE

of brick and slate construction,
with gardens at the front and rear.

Perol Service Station with two electric Beckmetre petrol
pumps with underground storage tanks for 1,000 gallons.

EXTENSIVE GARAGE AND WORKSHOP PREMISES.

SERVICES—Mains water and electricity with 3-phase
and single-phase circuit in all principal buildings.

The whole containing

O.A. 3R. 32P (More or less).

The property is in the occupation of the owner and
vacant possession will be given on completion of purchase
or earlier by arrangement.

The property may be viewed by appointment (Phone,
WATLINGTON 306).

Descriptive particulars may be obtained from:—

MESSRS.

HENRY BOND AND SON, F.A.L.P.A., F.V.I.,

VALUERS, ESTATE AGENTS AND AUCTIONEERS,
UPWELL AND WISBECH, CAMBS.

(Phone, Upwell 2207.)

Solicitors, Messrs. Reed, Wayman and Walton.

29 LONDON ROAD,

DOWNHAM MARKET,

NORFOLK.

(Phone, Downham Market 3171.) 849-1

BUSINESSES, PREMISES, OFFICES, ETC.

LARGE N.W. extended holiday tours business for sale
as a going concern. Licences for over 20 tours weekly
in Britain and abroad, with departure points in many
major towns and cities. Excellent garage, offices and fleet
of high-quality coaches. Large regular clientele, increasing
yearly. A first-class business, suitable for take-over
by person or firm of substance. Apply Box CM476, care
of "The Commercial Motor." 849-6332

HAULAGE business for sale (Limited Company), situ-
ated Western Counties, modern diesel fleet, approx.
30 tons A, 20 tons B licences, extensive premises include
modern house, office block, workshops and yard, on 21
year lease, with option to purchase, quick sale required
due to illness. Principals only please. Apply Box
CM491, care of "The Commercial Motor." 849-17

HAULAGE business, three 8-wheelers A licences, based
Lancashire, Limited company, late vehicles, fully
employed. Brindley, Sharnford, Hinckley. 849-9

Miscellaneous Advertisements (contd.)

WIMBLEDON, Main-road premises at present a
factory, previously for 20 years used as a petrol
filling station and garage, frontage 88 ft., site area
8,300 sq. ft. Freehold £27,500.

CHAMBERLAIN AND WILLOWS, 23 Moorgate,
E.C.2. (Met 8001.) 849-72

ROAD haulage and coal. Well-established business in
Edinburgh area, 15 vehicles and various licences,
garage and office premises, to be sold as a going concern.
For details apply in writing to Nightingale and Bell,
S.S.C., 8 North St., David St., Edinburgh. 849-72

TRANSPORT business for sale, Metropolitan Area.
35-ton A licence, 11 vehicles, two contracts con-
sisting three vehicles, yard, covered loading bank and
storage, workshop with pit, petrol and diesel pumps,
offices, £45,000 or near offers. Box CM492, care of
"The Commercial Motor." 849-187

LIMITED Co., Metropolitan Area, consisting new Bed-
ford 7-ton diesel long-wheelbase lorry and 1951
Bedford 5-ton long-wheelbase lorry with A licences general
goods, available immediately.

HIRE-PURCHASE terms available in approved cases.

WILDE AND BENNETT, L.TD.,

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS 2356. 849-454

OFFERS over £17,500 considered for haulage and con-
tracting company dealing in road materials, etc.:
10 tipper, unladen weight 26½ tons A licences, 9 tons
B licences, two mechanical shovels, Land Rover, car-
office equipment; West Riding of Yorkshire. For further
details: Box CM4918, care of "The Commercial Motor." 849-258

BOX NUMBER
ADVERTISEMENTS

Are available to advertisers for an extra
charge of 4/8.

REPLIES are forwarded immediately
upon receipt and all received up to
5 p.m. dispatched the same day.

URGENT REPLIES may be sent by
telephone or telegram and readers
should telephone Terminus 3636
for this service.

BOX NUMBERS should be copied
accurately, printed clearly and en-
velopes addressed correctly to "The
Commercial Motor," Bowling Green
Lane, London, EC.1.

**MONEY SHOULD NEVER BE
ENCLOSED WITH REPLIES TO
BOX NUMBER ADVERTISE-
MENTS.**

Businesses, Premises, Offices, etc., Wanted

HAULAGE business required, North Wales Area. Box
CM4732, care of "The Commercial Motor." 850-8435

HAULAGE businesses wanted with A and B licences;
immediate settlement. Box CM4817, care of "The
Commercial Motor." 849-xA3870

WANTED, haulage business, Metropolitan area, Beds,
Bucks, Herts or Middx. Box CM4829, care of "The
Commercial Motor." 850-xA4996

REQUIRED in South Wales Area. Haulage business
with special or ordinary A licences. Any size fleet
considered, with or without depot. Purchase of existing
limited company preferred but not essential. Preliminary
details in the first instance, to the advertiser's accountants,
Chick, Davies and Mathias, 36 Windsor Place, Cardiff.
849-xA175

HAULAGE business wanted, preferably East London,
four or five A licences. Box CM494, care of "The
Commercial Motor." 854-8475

WANTED, haulage business with one or two A or S
licences, preferably artics, preferably Metropolitan
Area, for clients who are not afraid of price for a suitable
proposition. Write Ralph Cropper, "Dunbar," Becken-
ham Place Park, Beckenham, or phone Holborn 6412.
849-241

GROUND to rent or purchase. Large haulage con-
tractor requires operational base in North West
London, approximate area 1½ acres, with or without
buildings. Full particulars in writing to Box CM493,
care of "The Commercial Motor." 852-8476

Miscellaneous Advertisements (contd.)

TRANSPORT company wanted, Metropolitan area,
general goods, up to eight vehicles, A or wide range
B licences, required for own use, not for resale. Apply
Box CM4619, care of "The Commercial Motor." 849-483

WANTED, haulage business with special A licences,
ordinary A licences and B licences in any part of
the country, or alternatively we are prepared to sell
your business for a commission as we have numerous
clients on our books.

WILDE AND BENNETT, L.TD.,

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS 2356. 849-451

WANTED by old-established firm in the north west,
transport business in the Metropolitan area, North
West and North East England and Scotland—A licences
and S licences. Box CM462, care of "The Commercial
Motor." 849-484

CONTRACTS FOR HIRE AND
WANTED

T. A. CHRIS HILL, contract hauliers, require contract
work for their fleet of 2-, 3- and 5-ton vans; 200
miles radius of Chippenham. 15 St. Mary St.,
Chippenham. Phone, Chippenham 2124. 850-8457

LONG-ESTABLISHED firm seeks contract A work
for four new Ford Thames 6D Traders, willing to
purchase new vehicles to suit purpose if Traders not
suitable. Box CM4818, care of "The Commercial
Motor." 849-xB3870

CONTRACT wanted for new 12-ton articulator, 25-ft.
C platform, 10-tonner for local distance work,
London based. Phone, Flaxman 4072, or Cunningham
4029 after hours. 849-xA252

OWNER-DRIVER requires regular work, 7-tonner B
licence 20 miles West London. 77 Talgarth Rd.,
West Kensington, London, W.14. Ful 7588. 849-xA268

CONVERSIONS

CONVERT YOUR VEHICLES

TO **FORD 4D AND 6D POWER.**

ALL MAKES OF VEHICLES UP TO 7 TONS CAN

NOW BE FITTED WITH THE COST-CUTTING FORD

4D AND 6D ENGINES, CUTTING—

LOWER INITIAL COST.

MORE M.P.G.

CHEAPER MAINTENANCE.

And the cost of conversion is very reasonable.

Let us quote you for your vehicles.

QUICKS FOR FORDS,

INDUSTRIAL UNIT SALES DEPT.,

WILMSLOW ROAD, CHEADLE, CHESHIRE.

Phone, Mercury 2345-6. 222-929

HENDY FOR FORD.

BRITAIN'S FIRST FORD DEALER.

DIESEL 4D AND 6D ENGINES WITH REAR-END

CONVERSIONS AT LOW COST.

LET US QUOTE YOU.

PERCY HENDY, L.TD.,

SOUTHAMPTON 2831 (EIGHT LINES). 222-955

PETROL ENGINES.

PETROL

TO

DIESEL

CONVERSION UNITS.

PRALLS (HEREFORD), L.TD.,

HOLMER ROAD, HEREFORD. 849-815

Phone 4221 (six lines).

HAULAGE AND BACK LOADS

REGULAR return loads required from London area
to East Midlands for A-licensed platform 8-wheeler.
Box CM4833, care of "The Commercial Motor." 849-xA102

Haulage and Back Loads Wanted

WANTED, return loads from South Wales to the
Midlands, under C contract licence; running regular.
Box CM4917, care of "The Commercial Motor." 849-257

861

Miscellaneous Advertisements (contd.)

INSURANCE

PAUL C. CHILDS, L.T.D.,
58 BIRCH GROVE,
LONDON, W.3.

Accord 2398.

BEST market rates—no claim bonus to 40%. Monthly or quarterly payments accepted. LEE-707

MISCELLANEOUS

AGRICULTURAL Show exhibitor's plant (three units) comprising two de luxe office trailers with sinks, etc., and 2-ton Bedford coachbuilt Luton van with winch, vacuum brakes, mileage only 17,000-odd, and show stand fittings. View Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 849-43

NEW waste oil filter, £55. Globe Auto Service, 167 London Rd., Kingston, Surrey. 849-351

SITUATIONS VACANT

A.M.N.I. City and Guilds, A.M.I.Mech.E., etc., on "No pass, no fee" terms. Over 90% successes. For details of exams, and courses in all branches of auto., diesel, aero., mechanical engineering, etc., write for 148-page handbook, free. B.I.E.I. (Dept. 725), 29 Wright's Lane, London, W.8. 222-812

COMMERCIAL Vehicle Representative required for Glamorgan/Monmouthshire area, motor trade experience essential. Salary up to £1,000 p.a., according to experience. Applications treated in confidence. Box CM475, care of "The Commercial Motor." 849-8431

PUBLICITY MANAGER.

APPLICATIONS are invited for the post of publicity manager with a company manufacturing heavy commercial goods and passenger vehicles. This is a first-class opportunity for a young man in his middle twenties, who has experience in press advertising, literature production, press relations work, etc., experience in the motor industry is not essential, although an engineering background would be an advantage.

APPLICATIONS, stating age, experience and salary required to The Secretary, Guy Motors, Ltd., Fallings Park, Wolverhampton, marking the envelope P.M. in top left-hand corner. 849-8441

SALES representatives required for public service vehicle dealers; excellent opportunity for alert, experienced men, aged about 30 with proven selling record in vehicle sphere; good salary, commission and expenses; car supplied; four-figure income easily attainable by enthusiasts prepared to dedicate themselves to the job—others need not apply; written applications only in first instance. Alf Moseley, Ltd., 140 Knightsbridge Rd., Loughborough. 849-8456

Miscellaneous Advertisements (contd.)

WORKS MANAGER.

A LEADING MOTOR FIRM IN EAST MIDLANDS REQUIRE A WORKS MANAGER WHO WILL BE DIRECTLY RESPONSIBLE TO THE MANAGING DIRECTOR, TO TAKE CHARGE OF A WORKS EMPLOYING 70 MEN IN COMMERCIAL VEHICLE SERVICE, SALES AND REPAIRS.

The successful applicant will preferably be between 30 and 40 years old and must have had previous executive experience in commercial vehicle and diesel repair work, and metal body building.

The minimum qualification required is H.N.C., but higher qualifications are desirable.

The salary will be in the region of £1,500 p.a. according to age, experience and qualifications.

Applications should be sent to URWICK, ORR AND PARTNERS, LTD., who have been asked to advise on this appointment, at URWICK HOUSE, 14 HOBBART PLACE, LONDON, S.W.1, quoting reference BAC/GL/1389, on the envelope. 850-8481

WORKS foreman required by Vauxhall-Bedford main dealer, sound knowledge of the product, both petrol and diesel, also one experienced in administrative duties. Western Counties Automobile Co., Ltd., Albion Place, Upper Bristol Rd., Bath. 849-13

EXPERIENCED salesman required, handling new truck and second-hand vehicles, by Vauxhall-Bedford main dealer. Western Counties Automobile Co., Ltd., Albion Place, Upper Bristol Rd., Bath. 849-14

FITTER/MECHANIC. First-class man required for haulage contractors, diesel experience, able to work on own and keep records. Woolwich area. Details to Box CM498, care of "The Commercial Motor." 849-84133

COMMERCIAL vehicle salesman required by expanding Thames stockist must have good knowledge of trade and contacts. Phone, Sydenham 2254. 849-84229

REMOVALS and transport contractors require person capable of taking full control of fleet of 12 vehicles and staff. Must have thorough knowledge of trade, estimating, costing records, etc., preferably with connections in London, Home Counties and the South. Accommodation available to suitable applicant. Write, stating age, experience and salary required to Box CM497, care of "The Commercial Motor." 849-84255

FOREMAN required for commercial vehicle repair centre, Birmingham area; must have first-class heavy commercial vehicle experience and good organizing ability; permanent position for suitable applicant. Box CM495, care of "The Commercial Motor." 852-8473

COMMERCIAL vehicle fitters and mechanics required, fully skilled men only, Birmingham area. Travelling allowance for suitable applicants. Box CM496, care of "The Commercial Motor." 852-8474

Miscellaneous Advertisements (contd.)

FORD main dealers require an experienced salesman, ability, Excellent scope for man of integrity and proved sales ability. Good basic salary and commission. Car provided. K.E. and Engineering (Dartford), Ltd., The Broom, Dartford, Kent. 849-470

COACH body repairer, preferably with knowledge of spraying, required by operator in Hampshire. Accommodation available. Box CM4910, care of "The Commercial Motor." 849-101

BRANCH manager required for a progressive company of automobile distributors in the East Midlands. Franchises held include A.E.C. and Dodge commercial vehicles. Applicants should have a sound knowledge of workshop procedure and should be familiar with all aspects of garage administration. Good salary and prospects. Pension scheme in operation. Accommodation available. Apply Box CM499, care of "The Commercial Motor." 849-8471

FORD DISTRIBUTORS.

COMMERCIAL SALES MANAGER.

Applicants should possess a thorough knowledge of all aspects of commercial vehicle sales. This is an opportunity for a successful heavy commercial vehicles salesman who is at present employed as an assistant to the commercial sales manager and feels that his chances of promotion are restricted.

Excellent remuneration. Car provided. Accommodation arranged if necessary.

All applications treated in strictest confidence. Please apply in writing giving fullest details to date.

C. BRADLEY AND SON, L.T.D.,

CLIVE ROAD,
REDDITCH, WORCS.

849-191

TEMPORARY manager required for two years for small garage and haulage business in East Anglia. Experience in both sections of the business is essential. Write, giving full particulars, to Box CM4913, care of "The Commercial Motor." 849-84251

VAUXHALL, Bedford main dealers have vacancy for senior with good experience of motor trade to control books of associate company. Duties include preparation of monthly accounts. Some secretarial knowledge is advantage. Apply in writing, giving age, particulars of experience and present salary to The Secretary, E. J. Baker and Co. (Dorking), Ltd., High St., Dorking, Surrey. 849-495

SITUATIONS WANTED

MANAGER, coachbuilding, motor engineering, 30 years' experience production, sales, contracts and control of branches. Proposals to Box CM4825, care of "The Commercial Motor." 849-84075

CLASSIFIED ADVERTISEMENT ORDER FORM



Bowling Green Lane, London, E.C.1

PLEASE INSERT THE FOLLOWING ADVERTISEMENT IN THE NEXT.....ISSUE/S
UNDER THE HEADING OF.....

Rate 11d. per word (minimum 12 words 11/-) • Box Numbers: allow
4 extra words plus 1/- registration fee • Press Time: 10 a.m. Tuesday.

						Min. 11/-
11/11	12/10	13/9	14/8	15/7	16/6	
17/5	18/4	19/3	20/2	21/1	22/-	
22/11	23/10	24/9	25/8	26/7	27/6	
28/5	29/4	30/3	31/2	32/1	33/-	

★ Please use BLOCK letters throughout. Name and address, if to be used in the advertisement, must be included above and paid for.

NAME: _____

ADDRESS: _____

REMITTANCE ENCLOSED FOR...../.....

Remittances should be crossed and made payable to TEMPLE PRESS LIMITED.

SIGNATURE: _____

an experienced salesman, integrity and proved sales commission. Car provided. 24 hrs. The Commercial Motor, 222-869.

ply with knowledge in Hampshire. Accommodation available. 24 hrs. The Commercial Motor, 222-869.

a progressive company in the East Midlands. A sound knowledge of the Dodge commercial and familiar with all aspects of accommodation available. Commercial Motor, 222-869.

UTORS.

MANAGER.

ough knowledge of all vehicles. This is an opportunity for a salary and prospects. Commercial Motor, 222-869.

ided. Accommodation available. 24 hrs. The Commercial Motor, 222-869.

strict confidence. 24 hrs. The Commercial Motor, 222-869.

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SON, L TD., 24 hrs. The Commercial Motor, 222-869.

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for two years for business in East Anglia. 24 hrs. The Commercial Motor, 222-869.

ers have vacancy for motor trade to control. 24 hrs. The Commercial Motor, 222-869.

include preparation of material knowledge as age, particulars of the Secretary, E. J. St., Dorking. Surrey. 24 hrs. The Commercial Motor, 222-869.

ANTED

engineering, 30 years' contracts and control. 24 hrs. The Commercial Motor, 222-869.

14825, care of "The Commercial Motor". 24 hrs. The Commercial Motor, 222-869.

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Miscellaneous Advertisements (contd.)

STORAGE ACCOMMODATION
NORTH CAMBRIDGESHIRE. 200,000 cu. ft. good. Dry storage available, good handling facilities with excellent collection and redistribution service. **KNOWLES (TRANSPORT), LTD.**, Wimblington, March, Cambs. Phone, Doddington 233-4. 222-860

SUBSTANTIAL storage building and covered loading bay with parking facilities, covered area 22,000 sq. ft. super, un-overed 4,600 sq. ft. well situated Somerset market town; suitable for industry. Box CM4516, care of "The Commercial Motor". 850-8461

TENDERS

COUNTY BOROUGH OF BRIGHTON.

SUPPLY OF TRACTORS AND TRAILERS.

TENDERS ARE INVITED FOR THE SUPPLY AND DELIVERY OF—

TWO—MASSEY FERGUSON FE35 3-CYLINDER DIESEL TRACTORS, STANDARD MODEL TO MAKER'S CURRENT SPECIFICATION, INCLUDING 600 X 16 FRONT TYRES AND FLEXIBLE HYDRAULIC TRAILER COUPLING, COMPLETE, BUT EXCLUDING TOWING HITCH.

TWO—TASKER 3-TON TWO-WHEELED HYDRAULIC TIPPING TRAILERS TO MAKER'S CURRENT SPECIFICATION AND FITTED WITH DRAWBAR SKID.

Tenders are to be subject to an allowance for two used Ferguson tractors to be taken in part-exchange. These may be inspected by arrangement with Brighton Corporation Transport Department, Lewes Road, Brighton. (Phone 66141.)

Tenders in a plain sealed envelope endorsed "Diesel Tractors" and not bearing any name or mark indicating the tender to be received on or before April 4, 1960, addressed to the Town Clerk, Town Hall, Brighton.

W. O. DODD, Town Clerk. Town Hall, Brighton. 849-3

COUNTY BOROUGH OF BOLTON.

OFFERS INVITED FOR PURCHASE AND IMMEDIATE REMOVAL OF FIVE SURPLUS CROSSLEY DOUBLE-DECK OMNIBUSES TYPE 42/3. FUEL OIL DRIVEN, AND ONE LEYLAND LYNX TIPPING LORRY.

Particulars and arrangements for inspection from Transport General Manager, 147 Bradshawgate, Bolton.

Tenders to reach the **TOWN CLERK, TOWN HALL, BOLTON**, not later than April 11, 1960, in plain sealed envelope endorsed "Tender for surplus motor omnibuses, etc." but bearing no name or mark indicating the tender. 849-77

BOROUGH OF MAIDSTONE TRANSPORT DEPARTMENT.

THE Corporation have for disposal one Tilling Stevens Petrol electric tower wagon, first registered July, 1937. ONE spare engine and quantity of spare parts, suitable for the above.

FURTHER details and forms of tender from: General Manager and Engineer, 372 Tonbridge Rd., Maidstone. Closing date for receipt of tenders April 8, 1960. 849-435

Miscellaneous Advertisements (contd.)

BUCKINGHAM EDUCATION COMMITTEE.

TENDERS ARE INVITED FOR THE SUPPLY OF A

MOBILE BRANCH LIBRARY VAN.

Specifications and Tender forms are available from the **CHIEF EDUCATION OFFICER, COUNTY OFFICES, AYLESBURY**. Closing date for tenders, Friday, April 29, 1960. 849-78

TENDERS invited for supply and delivery of a mobile library on a Bedford or Ford Thames chassis (petrol engine), drawing and specification from County Librarian, Prospect Place, Trowbridge, Wilt. Last date for receipt of tenders April 7, 1960. 849-7

THE OPERATOR'S GUIDE TO THE TRANSPORT ACT, 1953

Published in association with "The Commercial Motor"

Crown 8vo Paper Covers

From Booksellers **1s. 6d. net** or direct from the Publishers (postage 2d. extra)

TEMPLE PRESS LIMITED
Bowling Green Lane, London, E.C.1

ROYAL BOROUGH OF KINGSTON-UPON-THAMES.

THE CORPORATION INTEND PURCHASING—

KARRIER REFUSE COLLECTION VEHICLES.

- (a) ONE "GAMECOCK" 18-CU.-YD. DUAL TIP TYPE, WITH BIN-LIFTING BACK.
- (b) ONE "BANTAM" 10-12-CU.-YD. SIDE-LOADING TYPE.

SUBJECT TO PART-EXCHANGE TERMS FOR ONE PALADIN AND ONE S. AND D. SIDE-LOADER.

SALVAGE TRAILERS.

- (c) TWO "LOW-LODE" TYPE.

Tender forms and full details from Borough Surveyor, Guildhall. Tenders returnable to the undersigned by April 11, 1960.

A. B. ROGERS, Town Clerk. Guildhall, Kingston-upon-Thames. March 18, 1960. 849-433

EDITORIAL AND BUSINESS NOTICES

"THE COMMERCIAL MOTOR" is published every Friday in London, England, by **TEMPLE PRESS LIMITED** and is registered at the G.P.O. as a newspaper.

HEAD OFFICES: Bowling Green Lane, London, E.C.1, England. Telephone: Terminus 3636. Telegrams: "Pressimus London Telex." Telex: 23839.

BRANCH OFFICES: Bayliss House, Hurst Street, Birmingham, 5. Telephone: Midland 6616. 50 Hertford Street, Coventry. Telephone: Coventry 27414. 1 Brazenose Street, Manchester, 2. Telephone: Deansgate 6114-8. 12 Renfield Street, Glasgow. Telephone: Glasgow Central 1413.

EDITORIAL—All editorial communications and matter must be addressed to the Editor and not to individuals. Drawings or MSS., or other material not considered suitable will be returned if stamps are enclosed, but the editor does not hold himself responsible for the safe keeping or safe return of anything submitted for his consideration. Payment for contributions will be made following publication.

ADVERTISEMENTS—Whilst every precaution is taken to ensure accurate printing, the publishers will not be responsible for printers' errors or for errors arising out of telephonic instructions relating to advertisement copy, nor will they be responsible for advertisement blocks destroyed by fire or that are left in their possession for more than one year. Advertisers must in all cases bear the cost of drawings, photographs and/or blocks used in their advertisements. Copy must be supplied without application from the publishers, and current copy

and blocks will be repeated if new copy is not received at the time of closing for press. Orders for advertisements are subject to acceptance in writing from the Head Offices. Advertisement copy is subject to the approval of the publishers. All advertisements and contracts are accepted and made upon the express condition that the publishers have the absolute right to refuse to insert any advertisement without stating a reason, including the right of rejection of advertisements, whole or part containing cut prices of goods coming under an approved price maintenance scheme, and such refusal shall not be a good ground for advertisers to stop a current contract or to refuse to pay for the same or for taking action for breach of contract. The advertisers will indemnify the publishers against any damages sustained by them as the result of the inclusion of their advertisements. The publishers whilst endeavouring to ensure that advertisements shall appear with all possible regularity, will not be held liable for any loss occasioned by the failure of any advertisement to appear from any cause whatsoever. The acceptance of an order does not confer the right to renew on similar terms. The publishers reserve the right to increase the advertisement rates at any time, or to vary the terms of contract as regards space or frequency of insertion. All orders are accepted on the understanding that any such increase in rate or other amendment may come into immediate operation on all outstanding insertions. In such event, the advertiser has the option of cancelling the balance of contract. Contracts relate to the advertisers own goods or services, and the space may not be sub-let or disposed of in any way. Conditions which are contained in order forms

BOOKS AND PUBLICATIONS

MAINTENANCE RECORD (Charnwood Series No. 159). A life history of each vehicle with tyre records, petrol and oil consumption, 4s. 6d. post free.

DIESEL oil stock books. Cost books, etc. Send for descriptive lists.

CHARNWOOD PUBLISHING CO., LTD., Coalville, 222-869

"MODERN CLEANSING APPLIANCES," by Ashley Taylor. A survey of the municipal cleansing field, with information on its practices and appliances both in Great Britain and abroad. Illustrated, 160 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1.

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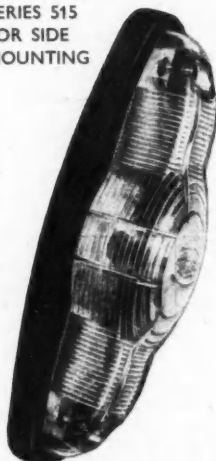
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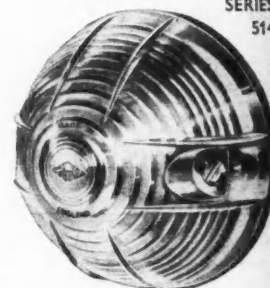
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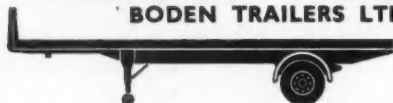
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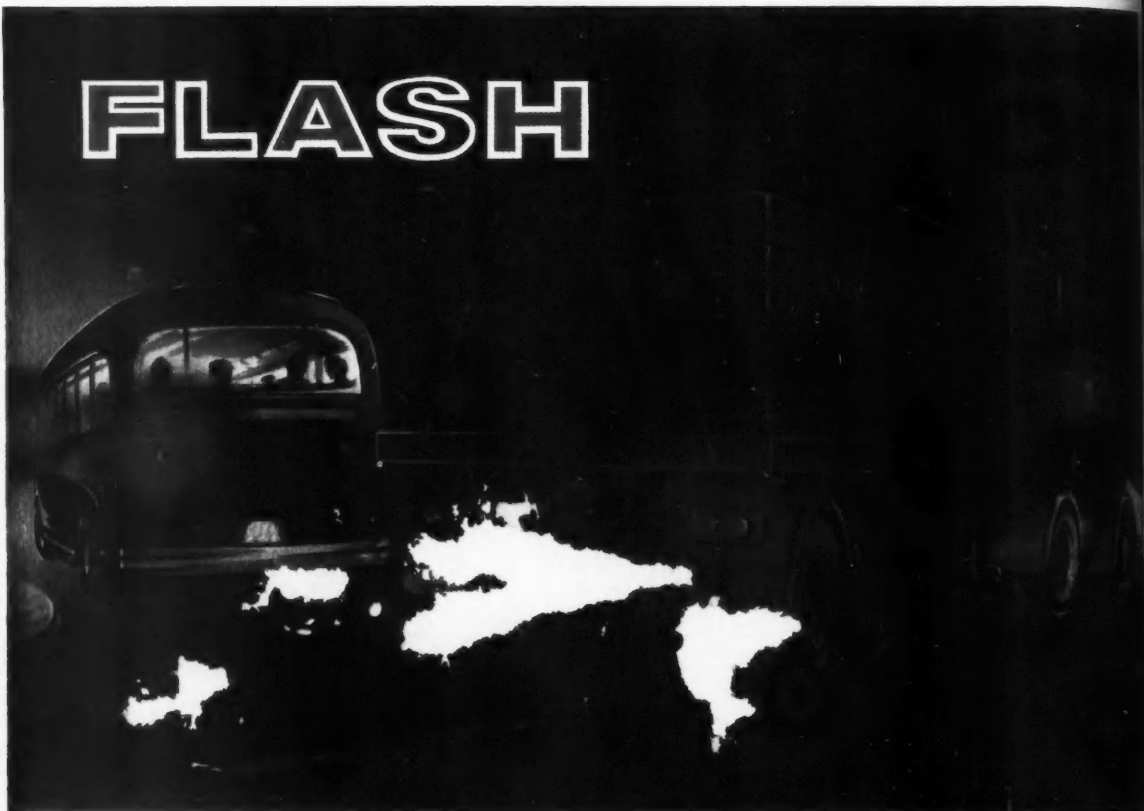
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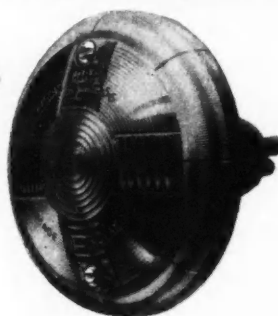
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